

100 MAYFIELD PROJECT

FINAL EIR

STATE CLEARINGHOUSE # 2005042021

Volume I

Response to Comments and Text Revisions to the Draft EIR

LEAD AGENCY:
City of Mountain View
Community Development Department
500 Castro Street
Post Office Box 7540
Mountain View, California 94039-7540

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Appendix B	Station Access Study
Appendix C	Trees within Central Expressway Median
Appendix D	Mountain View and Palo Alto Noise Ordinances

1.0 INTRODUCTION

This document, together with the Draft Environmental Impact Report (Draft EIR), constitutes the Final Environmental Impact Report (Final EIR), for review and consideration for certification by the City of Mountain View as complete and adequate under the California Environmental Quality Act (CEQA). The Draft EIR was circulated to affected public agencies and interested parties for a 45-day public review period.

The purposes of the Response to Comments document are to respond to all significant environmental issues raised in comments received on the Draft EIR and to incorporate appropriate changes, additions, or corrections to the information presented in the Draft EIR (*CEQA Guidelines*, Section 15088). All written comments received during the comment period (December 15, 2005, to January 31, 2006) are included in this document, as well as oral comments received at the public hearings.

This chapter provides a summary of certification and Project selection procedures, public involvement, the requirements for consideration of recirculation, and an overview of the response to comment process. The Response to Comments document is comprised of two volumes that includes

Volume 1 – Response to Comments and Text Changes to the Draft EIR

- Chapter 1.0: Introduction
- Chapter 2.0: Agencies, Organizations, and Individuals Receiving Draft EIR
- Chapter 3.0: List of Commenters
- Chapter 4.0: Responses to Comments on the Draft EIR
- Chapter 5.0: Revisions to the Draft EIR

Appendices

- A Additional Transportation Information
- B Station Access Study
- C Illustration of Trees in the Median
- D Noise Ordinances

Volume 2 - Comments

- Part I – Comment Letters
- Part II - Environmental Planning Commission Meeting Minutes

1.1 EIR CERTIFICATION – PROJECT SELECTION PROCESS

The City must certify that (1) the Final EIR has been completed in compliance with CEQA; (2) the City has reviewed and considered the information within the FEIR; and (3) the Final EIR reflects the City's independent judgment and analysis (*CEQA Guidelines*, Section 15090). The City of Mountain View City Council will review the FEIR for adequacy and will exercise its independent judgment regarding certification. If the City certifies the Final EIR, it will then consider the Project separately for approval or denial.

As part of the approval of either the Project or an alternative, the City must make written findings for each significant effect identified in the EIR. These findings will state whether the identified significant effect can be avoided or substantially decreased through feasible mitigation measures or a feasible alternative, whether the effect can only be mitigated by the action of some agency other than the City, or whether the identified mitigation measures or alternatives are infeasible and cannot be implemented. (*CEQA Guidelines*, Section 15091, subd. [a]) To ensure implementation of all adopted mitigation measures, the City must adopt a mitigation monitoring and reporting plan. (*CEQA Guidelines*, Section 15097) In addition, after all feasible mitigation measures are adopted, if some effects are still considered significant and unavoidable, the City must adopt a Statement of Overriding Considerations that identifies the specific economic, social, technical, or other considerations that, in the City's judgment, outweigh the significant environmental effects. (*CEQA Guidelines*, Section 15094)

Once it is certified, the Final EIR will be used by responsible agencies in deciding whether, or under what conditions, to approve the required entitlements.

1.2 PUBLIC INVOLVEMENT

On December 15, 2005, the City released the Draft EIR for public review and comment. Copies of the Draft EIR were distributed to state agencies, local governments, elected officials, groups, and individuals. Notices announcing completion of the Draft EIR were mailed to property owners and residents of properties within 300 to 1,000 feet of the 100 Mayfield Site (Mountain View and Palo Alto), as well as the approximately 350 people on the Mayfield Mall Precise Plan mailing list (by U.S. Mail and electronically). Public hearings were held before the

City of Mountain View Environmental Planning Commission on January 18, 2006, and January 25, 2006, to receive comments on the accuracy and the adequacy of the information contained in the Draft EIR. The Draft EIR comment period closed on January 31, 2006.

Ten days after the release of the Final EIR or thereafter, the City will make a decision regarding certification of the EIR and project approval.

1.3 AGENCY APPROVALS AND PERMITS

Following certification of the EIR and approval of the General Plan and Precise Plan amendments, the project applicant can formally apply for approval of specific development projects in each city. It is possible that additional focused environmental review of some elements of the Project may be required in either or both cities at that time. The discretionary approvals required for the Project in Mountain View are design review, a Planned Community permit, a subdivision map for for-sale housing and Heritage tree removal permits. Specific Project approvals required in Palo Alto are Architectural Review Board and subdivision map approval.

1.4 REQUIREMENTS FOR AND CONSIDERATION OF RECIRCULATION

If significant new information is added to an EIR after the public review, the lead agency is required to recirculate the EIR or a portion of it for additional public review and comments. (*CEQA Guidelines*, Section 15088.5.) “[N]ew information to an EIR is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement...[R]ecirculation is not required where the new information added to the EIR merely clarifies or amplifies...or makes insignificant modification in...an adequate EIR” (Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California (1993) 6 Cal. 4th 1112,1129–1130).

Significant new information requiring recirculation includes, a disclosure showing that:

- (1) A new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented.

- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant impacts of the Project, but the Project's proponents decline to adopt it.
- (4) The DEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(See *CEQA Guidelines*, Section 15088.5, subd. [a])

An EIR is adequate as long as it provides specific response to all specific questions about significant environmental issues, and as long as the EIR, as a whole, reflects a good faith effort at full disclosure. "Recirculation is not required where the new information added to an EIR merely clarifies or amplifies or makes insignificant modification in an adequate EIR." (*CEQA Guidelines* Section 15088.5(a).)

The EIR is not so inadequate nor do any of the commenters disclose any new significant information that would require recirculation of the EIR. No new significant or substantially more severe environmental impacts have been identified that would result from the Project or from an alternative or a new mitigation measure proposed as part of the Project. Moreover, no new feasible mitigation measures or alternatives have been identified that are considerably different from others previously analyzed and would clearly lessen the significant environmental impacts of the Project that the City and the applicant have declined to implement. All of the responses to comments contained in this Final EIR merely provide information that clarifies and amplifies the evaluation of impacts contained in the Draft EIR as explained in the responses to comments provided in **Chapter 4.0** of the Final EIR. Minor clarifying revisions are contained in **Chapter 5.0**, which do not change any of the EIR impact conclusions.

1.5 RESPONSES TO COMMENTS

Under CEQA, the City must respond to all significant environmental issues raised in comments on the DEIR (*CEQA Guidelines*, Section 15088). Responses to all written and oral comments received within and shortly after the close of the comment period

are contained in this FEIR. Possible responses include requiring specific suggested mitigation measures, supplementing analyses, making factual corrections and explaining why certain comments do not warrant further agency response.

Chapter 4.0 of this document includes responses to comments on environmental issues or factual data received on the Draft EIR. The comments have been summarized as allowed by *CEQA Guidelines* Section 15132(b), with a response following each comment. Where duplicative comments have been made, **Chapter 4.0** provides a summary of the comment and identification of the commenters making the comment, followed by a master response.

Changes to the Draft EIR text and figures are shown in **Chapter 5.0**. Changes in the text are signified by ~~strikeouts~~ where text is removed and by *underlined italics* where text is added. A list of the changes to the figures are provided first, followed by the revised figures. Any errata identified for the Draft EIR is also addressed in **Chapter 5.0**.

The full text of the written comments on the Draft EIR are provided in **Volume 2, Part I** of this document. Each letter or email is numbered and the comments within each letter or email are given letters (a-z). Each letter and comment is referenced in **Chapter 4.0**. Minutes of the public hearings are also provided in **Volume 2, Part II**. Comments received at the public hearings are numbered and referenced in **Chapter 4.0**. Commenters and interested parties are directed to the comments contained in **Volume 2** for the complete text of the comments.

2.0 AGENCIES, ORGANIZATIONS AND INDIVIDUALS RECEIVING DRAFT EIR

The City of Mountain View circulated the Draft EIR by mail to the following agencies, individuals, and local organizations. The Draft EIR was also on the City's website and copies were available in hardcopy for pick up at City Hall during the 45-day review period.

2.1 FEDERAL AND STATE AGENCIES

EPA Region 9

State Public Utilities Commission

State Department of Fish and Game

State Department of Toxic Substances

Caltrans

2.2 REGIONAL AND LOCAL AGENCIES

Association of Bay Area Governments

Bay Area Air Quality Management District

City of Palo Alto Department of Planning and Community Environment

Congestion Management Agency

Metropolitan Transportation Commission

Mitchell Park Library

Mountain View Public Library

Mountain View/Los Altos Union High School District

Mountain View/Whisman Elementary School District

Palo Alto Unified School District

Santa Clara County Roads & Airports Department

Santa Clara Valley Transportation Authority

Santa Clara Valley Water District

2.3 INDIVIDUAL AND LOCAL ORGANIZATIONS

Greenmeadow Community Association

Monta Loma Neighborhood Association

Pacific Gas & Electric Co.

Rosewalk Homeowners Association

San Alma Homeowners Association

3.0 LIST OF COMMENTERS

3.1 INTRODUCTION

RTC Table 3-1, List of Commenters, is a list of individuals, city government officials, agencies, and organizations that have commented during the Environmental Planning Commission public hearings or have submitted written comments on the Draft EIR during the public comment period. Two Environmental Planning Commission public hearings were held during the review period. These meetings took place on January 18, 2006, and January 25, 2006, and are referred to as EPC1 and EPC2, respectively.

RTC Table 3-1 lists each commenter and their corresponding comment letter number or public hearing comment identification number. The numbered comment letters are provided in **Volume 2, Part I** of this document. Due to the high volume of comments submitted, several comments from separate commenters frequently addressed the same topic. As a result, master responses that address multiple comments have been prepared. The EPC Meeting Minutes are provided in **Volume 2, Part II** of this document.

An index has been provided (see **RTC Table 3-2**) at the end of this chapter that identifies each commenter and lists the comment/response numbers where their comments have been addressed.

3.2 LIST OF COMMENTERS

**RTC Table 3-1
List of Commenters**

Commenters	Agency/Group Affiliation	Letter or Hearing Comment ID
State Agencies		
Kevin Boles	State Public Utilities Commission	2
Robert W. Floerke	State Department of Fish and Game	5
Denise Tsuji	State Department of Toxic Substances Control	6
Timothy Sable	Caltrans	9
Local Agencies		
William Yeung	Santa Clara County Roads and Airports Department	12
Chris Augenstein	Santa Clara Valley Transportation Authority	65
City Government		
Julie Caporgno	City of Palo Alto Department of Planning and Community Environment	64
Paul Lesti	Commissioner	EPC2-18, EPC2-19, EPC2-20, EPC2-34
Jac Siegel	Commissioner	EPC2-21
David Greene	Commissioner	EPC2-22, EPC2-23, EPC2-24, EPC2-25, EPC2-26
Margaret Abe-Koga	Commissioner	EPC2-27, EPC2-28
Eric Anderson	Commissioner	EPC2-29, EPC2-30, EPC2-31, EPC2-32
Martha Jensen	Commissioner	EPC2-33
Laura Brown	Commissioner	EPC2-35, EPC2-36
Neighborhood Organizations		
Gregory Frank	Monta Loma Neighborhood Association	34, EPC2-1
Elna Tymes	Monta Loma Neighborhood Association	35, EPC1-2
Adam Samuels	Rosewalk Homeowners Association	36, EPC1-7, EPC2-12
Frances Grant	Rosewalk Homeowners Association	36, EPC1-9
Sally Hamilton	Greenmeadow Community Association Civic Affairs Committee	37, EPC2-11
John Erlandson	Greenmeadow Community Association and San Alma Homeowners Association	EPC1-1, EPC2-2

**RTC Table 3-1
List of Commenters**

Commenters	Agency/Group Affiliation	Letter or Hearing Comment ID
Individuals		
Eleanor Bourquin		1
Catherine Ryan Tenner		3
Martha Elderon		4
Yu-Shen Ng		7
Meri Gruber		8
Robert Schick		10, EPC1-11
Laura Kostinsky		11, 19
Herb Perry		13
Antoinette Sousa		14
Ted Lohman		15
Tim Auckland		16, 21, 30, 32
Jerri-Ann Meyer		17
Mark Reid		18, EPC2-5
Andrew Rose		20, 26, 43, EPC1-5, EPC1-6
Ann McMillan		22
Sundar and Nandini Rajan		23
Dave Whittum		24
Charles Shih		25
Janie Taylor		27, EPC2-16
Ann Marquart-Cottrell		28
Arthur Keller		29
Wouter Suverkropp		31, 44, EPC2-9
Robert Murphy		33
Joel Riciputi		38, EPC2-3
Cathy Blake		39, EPC2-7
Wayne Kelly		40, EPC2-10
Chuck and Cookie Henderson		41
Nola Mae McBain		42, EPC2-8
Pat Jordan		45, EPC2-4
Elaine Lou and Keith Lee		46, EPC2-14
Mary Arnone		47, EPC2-15
Elizabeth Ericksen		48, EPC2-6
Alicia Guerra	Morrison & Foerster LLP	49
Jacqueline Vanacek		50
Christine Mangan		51
Claudia Claussen		52
Ann and Ernest Lieberman		53

**RTC Table 3-1
List of Commenters**

Commenters	Agency/Group Affiliation	Letter or Hearing Comment ID
Individuals, continued		
David Robare		54
Patricia Billat		55
Dr. Allean Richter and Dr. B. John Richter		56
Mary Jang		57
Carole Florian		58
Leo and Christina Shih		59
Saurabh Khetrpal		60
Ariadne Horstman and Gireesh Shrimali		61
Lia Schnipper		62
Jean Goyal		63
Jeff Kaiser		EPC1-3, EPC1-10
Kevin McBride		EPC1-4
Jeremy Seigel		EPC1-8
Gerald Kipp		EPC2-13
John Carpenter		EPC2-17

**RTC Table 3-2
List of Commenters and Location of Response**

Commenter	Affiliation	Response Number(s)
Eric Anderson	City of Mountain View Environmental Planning Commission	51, 170, 187, 191, 226
Mary Arnone	Individual	170, 205, 206, 221
Tim Auckland	Individual	39, 46, 47, 63, 64, 79, 80, 81, 246, 247
Chris Augenstein	Santa Clara Valley Transportation Authority	17, 225
Patricia Billat	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Cathy Blake	Individual	77
Kevin Boles	State Public Utilities Commission	210
Eleanor Bourquin	Individual	251
Laura Brown	City of Mountain View Environmental Planning Commission	52, 197
Julie Caporgno	City of Palo Alto Department of Planning and Community Environment	166-169, 173, 174, 176, 180, 182, 187, 191, 192, 194-196, 200, 203-206, 218, 219, 221, 222, 224
John Carpenter	Individual	1
Claudia Claussen	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Ann Marquart Cottrell	Individual	83, 102, 172, 182, 203, 219
Martha Elderon	Individual	230, 251
Elizabeth Ericksen	Individual	1, 3, 4, 9, 10, 14, 16, 17, 20, 22, 25, 26, 28-32, 34-36, 47, 57, 65, 85, 96, 103, 104, 118, 154, 155, 161, 165, 169, 171, 172, 177, 181, 183, 187, 201, 203, 205, 206, 208, 209, 211, 213, 216, 219, 221, 224, 229, 254, 255, 256, 257
John Erlandson	Greenmeadow Community and San Alma Homeowners Associations	200, 203, 206
Robert Floerke	State Department of Fish and Game	5
Carole Florian	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Gregory Frank	Monta Loma Neighborhood Association	149, 169, 187, 191, 192, 206
Jean Goyal	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Frances Grant	Rosewalk Homeowners Association	7, 26, 83, 102, 166, 167, 173, 174, 182, 187, 192, 195, 203-206, 221
David Greene	City of Mountain View Environmental Planning Commission	51, 60, 191, 197, 230, 252
Meri Gruber	Individual	200
Alicia Guerra	Morrison & Foerster LLP	12, 15, 24, 27, 33, 56, 69, 71, 73, 86-101, 106, 157, 164, 168, 175, 184, 190, 197, 201, 206, 211, 216, 217, 219, 221, 223, 227, 228, 232-234, 238-240, 242-245, 250

**RTC Table 3-2
List of Commenters and Location of Response**

Commenter	Affiliation	Response Number(s)
Sally Hamilton	Greenmeadow Community Association	17, 19, 166-169, 172-174, 176, 180, 186, 187, 191-197, 200, 203, 205, 206, 213, 221
Chuck and Cookie Henderson	Individual	48, 57, 83, 148, 182, 203, 207, 221, 235
Mary Jang	Individual	26, 77, 82, 83, 102, 166, 173, 182, 200
Martha Jensen	City of Mountain View Environmental Planning Commission	252
Pat Jordan	Individual	191, 194
Jeff Kaiser	Individual	51, 105
Arthur Keller	Individual	199
Wayne Kelly	Individual	20, 39-43, 49, 51, 54, 60-62, 66, 82, 103, 107, 109, 115, 147, 236, 241
Saurabh Khetrpal	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Gerald Kipp	Individual	96
Margaret Abe Koga	City of Mountain View Environmental Planning Commission	165, 249
Laura Kostinsky	Individual	3, 18, 37, 39, 40, 50, 52, 54, 60-62, 68, 70, 72, 74-78, 85, 96, 113, 117, 122, 163, 202, 237
Elaine Lou and Keith Lee	Individual	3, 13, 25, 26, 30, 83, 103, 158, 187, 202
Paul Lesti	City of Mountain View Environmental Planning Commission	49, 147, 200
Ann and Ernest Lieberman	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Ted Lohman	Individual	170, 201
Christine Mangan	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Nola Mae McBain	Individual	17, 19, 21, 23, 41, 44, 45, 48, 107, 109, 110-116, 159, 160, 162, 165, 169, 185, 193, 194, 206, 246-248
Kevin McBride	Individual	165, 187
Ann McMillan	Individual	82
Jerri Ann Meyer	Individual	16, 25, 170, 205, 211
Robert Murphy	Individual	53, 169, 183, 192, 212
Yu Shen Ng	Individual	170, 201, 218
Herb Perry	Individual	201
Sundar and Nandini Rajan	Individual	193, 200, 203, 206
Mark Reid	Individual	58, 59, 65, 169, 188, 194, 196, 201, 202, 224, 231
Dr. Allean Richter and Dr. B. John Richter	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Joel Riciputi	Individual	177-179, 191, 203, 206, 207, 215, 221, 224

**RTC Table 3-2
List of Commenters and Location of Response**

Commenter	Affiliation	Response Number(s)
David Robare	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Andrew Rose	Individual	2, 8, 16, 29, 55, 84, 108-112, 165, 172, 177, 185, 189, 192, 193, 201, 202, 216, 230, 249, 253
Timothy Sable	Caltrans	198
Adam Samuels	Rosewalk Homeowners Association	26, 83, 102, 166, 167, 173, 174, 182, 187, 192, 195, 203-206, 221
Robert Schick	Individual	165
Lia Schnipper	Individual	26, 77, 82, 83, 102, 166, 173, 182, 200
Jeremy Seigel	Individual	6
Leo and Christina Shih	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Charles Shih	Individual	145
Ariadne Horstman and Gireesh Shrimali	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Jac Siegel	City of Mountain View Environmental Planning Commission	252
Antoinette Sousa	Individual	230, 251
Wouter Suverkropp	Individual	146, 149-153, 188
Janie Taylor	Individual	168, 182, 200
Catherine Ryan Tenner	Individual	67, 177, 251
Denise Tsuji	State Department of Toxic Substances Control	97, 220
Elna Tymes	Monta Loma Neighborhood Association	34, 165, 187
Jacqueline Vanacek	Individual	26, 77, 82, 83, 102, 166, 173, 182, 187, 200, 205
Dave Whittum	Individual	119-121, 123-44, 200
William Yeung	Santa Clara County Roads and Airports Department	214

4.0 COMMENTS AND RESPONSES

This chapter provides summaries of the public and agency comments received on the 100 Mayfield Project Draft EIR and written responses to these comments. All substantive comments made at the Draft EIR public hearings before the Environmental Planning Commission on January 18, 2006 and January 25, 2006, and received during the Draft EIR public review period from December 15, 2005 to January 31, 2006, are presented herein. Comments and responses are grouped by subject matter and are arranged by topic corresponding to the chapters in the Draft EIR.

The subheadings of each chapter are used to further organize the comments by subtopic within the chapter. For example, if a comment was made regarding the Project traffic impacts to local intersections, the comment is listed under EIR **Section 4.12 Transportation**, heading **Impacts and Mitigation**. Comments that do not apply to a specific chapter or section of the Draft EIR are presented at the end of this chapter under the heading *General*. Comments related to commenter's support or opposition to the Project are noted, but specific responses are not provided because they do not pertain to the adequacy of the EIR, but instead address the merits of the Project. Text and figure changes to the Draft EIR are provided in **Chapter 5.0**.

Copies of the comment letters are provided in **Volume 2 (Part I)** of this document. Each letter is numbered and the comments contained in the letter are also identified and summarized but not stated in their entirety in **Chapter 4.0**. Commenters and interested individuals and agencies should consult the entire comment which may be found in the applicable comment letter reproduced in Volume 2, for example comment "j" in letter number 18 is referenced as 18j. Comments made during the Environmental Planning Commission public hearings are identified as such.

Minutes of the Environmental Planning Commission hearings are provided in **Volume 2 (Part II)** of this document with comments categorized by EPC1-# for the January 18th meeting and EPC2-# for the January 25th meeting. Each comment or group of comments is numbered sequentially throughout this chapter (Comments 1-257) with references to the specific source(s) of the

comment, e.g., [Johnson (18j); Smith (EPC1-3)]. As the subject matter of one topic may overlap that of other topics, the reader must occasionally refer to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references are provided. An index of responses has been provided in **Chapter 3.0**.

1.0 INTRODUCTION

PURPOSE OF THE DEIR

Comment 1—Subsequent Environmental Review

One commenter asked what aspects of a specific housing project would require/may require subsequent environmental review. [Ericksen (48a)]. A second commenter expressed concern whether the new residential rowhouses would be ADA-compliant. [Carpenter (EPC2-17)]

Response 1

Toll Brothers submitted a conceptual site plan, not a specific housing project, because the Mayfield Precise Plan (which could significantly affect the specific housing project) has not been approved. Precise development details, such as exact height and placement of structures, the location of stairways and elevators, building materials and architectural details have not yet been submitted to the cities of Mountain View or Palo Alto for consideration. Similarly, the figures shown in the Draft EIR are meant to illustrate broad Project concept plans, and are not to be considered detailed site plans. Until a specific project is reviewed, it cannot be determined whether or what type of additional environmental review may or will be required. If specific features are proposed as part of the subsequent discretionary approvals that have not been substantially reviewed in the EIR, additional review may be required.

Additional information pertaining to this comment can be found in **Chapter 1.0, Section 1.3** of this document.

SCOPE OF THIS DEIR

Comment 2—Community Concerns Related to Scoping

The commenter submits that the Draft EIR did not take into account or list on pages 1-2 and 1-3 community comments about whether the Project could be classified as transit-oriented development, as is presented in the statement of Project objectives on page 3-4, “provide transit-oriented residential development.” [Rose (43b)]

Response 2

The identification of the concerns raised during the public meetings as provided in **Chapter 1.0 Introduction** of the Draft EIR is a summary of the overall concerns that were evaluated in detail in the Draft EIR. The summary noted that “many comments expressed concerns regarding the visual and traffic impacts associated with development of the site.” **Section 4.12**, pages 4.12-29 and 4.12-30 of the Draft EIR discuss the applicability of “transit oriented development” to the Project site. Additional information on the use of the term “transit-oriented development” is provided in **Response 10** and **Response 218**.

ENVIRONMENTAL REVIEW PROCESS

Comment 3—Review Periods

Three people said the review period for the Draft EIR should be extended and one person asked about time period and review of the Final EIR. [Kostinsky (11a); Lou and Lee (46a); Ericksen (48b)]

Response 3

The review period closed on schedule with more than 425 comments received. The Final EIR/Responses to Comments document was prepared expeditiously. It includes every comment and the response to the comment. It will be open to public review and it is expected that it will be complete and accurate. During the public comment period, the Draft EIR was available on the City’s website, 100 hard copies of the document were available for the public to pick up at City Hall, two public hearings were held (January 18 and January 25, 2006), during which

comments were received from the public and the City's Environmental Planning Commission.

Comment 4—Final EIR Processing and Certification

The commenter requested clarification relating to the timing and contents of the Response to Comments, as well as an explanation in what cases a Draft EIR would to be recirculated. [Ericksen (48b)]

Response 4

The questions presented in the comment have been responded to in the previous text in **Chapter 1.0** of this document, **Section 1.1** through **Section 1.5**.

Comment 5—State Agency

A State agency commented on filing requirements. [State Department of Fish and Game (5)]

Response 5

Comment noted. This comment does not address the adequacy of the Draft EIR and no further response is required.

Comment 6 —Approval Process

A commenter asked about the relationship between the certification of the Final EIR and approval of the Project. [Seigel (EPC1-8)]

Response 6

The certification of the EIR is a separate action from approving the Project. An EIR is an informational document that shall be considered by a public agency prior to its approval or disapproval of a project. The certification of the EIR acknowledges that the Final EIR has been completed in compliance with CEQA; that the decision-making body reviewed and considered the information contained in the Final EIR before making a decision on the Project; and the Final EIR reflects the lead agency's independent judgment and analysis. A Public Agency may approve a project even though the Project would cause a significant

effect on the environment if the agency makes a publicly disclosed decision that (a) there is no feasible way to lessen or avoid the significant impact, (b) specifically identified expected benefits from the Project outweigh the policy of reducing or avoiding significant environmental impacts of the Project [CEQA Guidelines Section 15043].

Comment 7 –Appeal Process

A commenter asked whether there is an appeal process for the Final EIR. [Grant (EPC1-9)]

Response 7

The City Council’s determination on whether to certify the Final EIR is final. An interested party could seek judicial review of the City Council’s decision.

Comment 8 –Precise Plan Meeting

A commenter asked whether there would be written responses to comments made at the Environmental Planning Commission meeting of December 7, 2005, on the Draft Precise Plan. [Rose (EPC1-5)]

Response 8

There will not be formal, written responses to comments on the Draft Precise Plan made at the December 7, 2005 meeting. However, comments are contained in minutes of the meeting and will be considered in preparing the Final Precise Plan.

2.0 EXECUTIVE SUMMARY

PROJECT UNDER REVIEW

Comment 9 –Size of Project Site

A commenter noted that Page 2-1 indicates that the Project site is a 27-acre site, while the remainder of the Draft EIR refers to the site as 24.2 acres in size. [Ericksen (48o)]

Response 9

The precise size of the Project site is 24.2 acres, as noted in the remainder of the document. Page 2-1 paragraph 2 has been revised accordingly and the revised paragraph is provided in **Chapter 5.0** of this document.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED*Comment 10 – Transit Oriented Development*

One person expressed a concern about whether the list of issues should identify whether the Project is transit-oriented development. [Rose (43b)]

Response 10

The list on page 2-2 has been revised to include “whether the Project is transit oriented development.” The revised text is provided in **Chapter 5.0** of this document. This specific issue is discussed in the “Transportation” section in **Response 193**.

SUMMARY TABLE*Comment 11 – Table 2-1 Impacts and Mitigations*

Several comments were made regarding the wording of impacts and mitigations for aesthetics, biological resources, and transportation as presented in the Draft EIR summary table.

Response 11

The Draft EIR contains a thorough evaluation of the Project’s significant impacts. **Table 2-1** (Summary of Significant Project Impacts) has been revised to incorporate the modified text of the mitigation measures identified in the body of this document. These modifications did not change the conclusions in the Draft EIR. The revised table is provided in **Chapter 5.0** of this document.

3.0 PROJECT DESCRIPTION

REGIONAL LOCATION AND PROJECT BOUNDARIES

Comment 12—0.4-Acre Parcel

A commenter associated with the applicant requested a text revision on page 3-1 for the sake of clarity in reference to 0.4-acre parcel presently owned by the City of Mountain View. [Guerra (49a)]

Response 12

The text clarification recommended by the commenter is acceptable to the City. The text has been revised and is provided in **Chapter 5.0** of this document.

Comment 13—Adjacent Apartments

A commenter questioned reference to a “few apartments” being located on the north and east sides of the Project site. [Lou and Lee (46c)]

Response 13

The text accurately describes the adjacent uses as single-family homes and a “few apartments on its north and east sides” because two apartment complexes (fronting on Whitney Drive) are on the north and east sides of the Project site.

OBJECTIVES OF THE PROJECT

Comment 14—Overall Goals

One commenter asked about the overall goals of the Project and who set them. [Ericksen (48c)]

Response 14

The overall goals of the Project are listed on page 3-2 of the Draft EIR. They were set by the City of Mountain View as the goals for the Precise Plan. Specific development objectives are listed on page 3-3 and were set by the applicant, Toll Brothers.

Comment 15—Project Goals and Objectives

A commenter associated with the applicant suggested revisions of the first sentence of 3.3 OBJECTIVES OF THE PROJECT to remove the text that reads, “develop standards and guidelines that will.” The commenter further requested the revision of a the third specific development objective on page 3-4 to reflect that the Project could pay in-lieu fees in accordance with the cities’ BMR programs as opposed to providing affordable housing units on site. [Guerra (49b, 49c)]

Response 15

The suggestion for re-wording the first sentence in the section is generally acceptable and this page has been amended. The revised text can be found in **Chapter 5.0** of this document. The third bulleted specific development objective already states that it is to “provide affordable housing units *or in lieu fees*” per both cities’ BMR programs. No revision to this objective is necessary.

Comment 16—Specific Objectives

Three commenters questioned the wording of the Project objectives. One commenter asked how the objective of providing safe and convenient access to the Caltrain station will be implemented. One commenter proposed re-wording the second objective. [Meyer (17a); Rose (43k); Ericksen (48p, EPC2-6)]

Response 16

The suggestion for re-wording the objective relating to circulation (on page 3-2) is generally acceptable and this page has been amended. The objective that relates to the housing on the borders of the site (page 3-4, last bullet) is general in nature. However, the reference to the Crossings will be changed since it is not immediately adjacent to the Project. The revised text is provided in **Chapter 5.0** of this document.

See Transportation **Response 210** on how to provide safe and convenient access to the Caltrain station.

CHARACTERISTICS OF THE PROJECT

Comment 17—Project Density

Three commenters questioned the density calculation for the Project site as given on page 3-5 and asked for further explanation, including the densities for the Mountain View and Palo Alto portions calculated separately. It was noted that a different density figure was provided on page 4.8-19 of the Draft EIR. Commenters stated that the densities should be cited consistently throughout the document and done in a manner consistent with the density calculations for other projects within the City, exclusive of all acreage used for public roads, parks and other public facilities. The density of each district area should be calculated to facilitate analysis of how the densities are transitioning from lower densities to higher densities. **[Greenmeadow (37a); McBain (42a, EPC2-8); Ericksen (48q)]**

The VTA also recommended that the density in the Palo Alto portion of the Project site be increased to be comparable with the Mountain View portion of the site. **[Augenstein (65e)]**

Response 17

The last sentence on page 3-5 states that the density of 24 units per acre is for the entire site based on the land area, which excludes public streets and street easements (24.2 acres). For clarification, these are the existing streets and street easements constituting Mayfield and Nita Avenues. The density for the Mountain View portion of the site alone is 26.5 units per acre, and the density of the Palo Alto portion alone is 11.4 units per acre—based on 20 and 4.2 acres, respectively.

Calculating density on the entire site, exclusive of any proposed new public streets and parks, is appropriate for the Project description and for this stage of development review because the acreages of new public streets and parks have not been determined. The calculation is also consistent with how the City calculates density for projects in standard zone districts at the same stage of development review. The calculation of densities for projects in Precise Plan areas varies according to the provisions of the Precise Plan.

Since the land area associated with new public streets and parks has not been determined, densities of individual planning areas cannot be calculated, nor can they be accurately shown on a “density topography” map as was suggested. (Figure 3-3, “**Proposed Building Heights**,” is a good visual representation of “the transitional buffering from low to high density.”) In Mountain View, small-lot single-family units are proposed to be located in the areas closest to the existing neighborhood. Typically, these unit types have a maximum density of 10 units per acre (including streets). The density of future specific proposed condominium buildings in Mountain View varies depending on their height and on the land area in the individual area in which it is located, and this has not been determined. This determination will be made as part of the specific development project that is processed following adoption of the Precise Plan. The condominium buildings in Palo Alto would not exceed 30 units per acre.

Regarding the statement that a different density is given on page 4.8-19, this chapter, Land Use and Planning, is intended to provide more detail than the Project Description. Therefore, the last complete sentence on that page provides a density of 32 units per acre, which is based on land area that excludes public streets and public parks. To be specific, the land area on which the calculation is based is 16.8 acres, which excludes the existing public streets and street easements and an estimated 3.2 acres of public parks. Because it was an estimate, the park acres and the density numbers were rounded. The developer may propose to increase the density on the Palo Alto portion of the site, or the City of Palo Alto could encourage higher density during its project review process, as long as the proposed density does not exceed the underlying maximum density of 30 units per acre under the existing zoning designation, and provided that it complies with the RM-30 zoning standards including floor area ratio, setbacks, height, etc.

Comment 18—Location of Parks

Commenter questions desirability of proposed park locations and footprints. [Kotinsky (11v)]

Response 18

The park locations and footprints are still conceptual, not “exact,” as suggested. Comments on the suitability of their locations and footprints are noted, but do not relate to the adequacy of the EIR.

Comment 19—Palo Alto Unit Count

Two commenters noted an inconsistency regarding the number of units in Palo Alto. [McBain (42d, EPC2-8); Greenmeadow (37b)]

Response 19

Inconsistency noted. Page 3-8 has been corrected so that it is consistent with the description on page 3-5 in **Table 3-2**. The total number of units proposed for Palo Alto is 48. The revised text is provided in **Chapter 5.0** of this document.

Comment 20—Building Heights and Shadows Figure

A commenter requested that **Figure 3-3** be revised to include structure heights above sea level and an analysis of building shadows on Park A and labeling of neighboring building heights. The commenter further raised questions about the feel of the proposed park in regards to shade and wind. [Ericksen (48r); Kelly (40a)]

Response 20

The Project under consideration in the Draft EIR is a conceptual plan. Specific development details, such as exact height and placement, building materials and architectural details have not yet been determined or submitted to the cities of Mountain View or Palo Alto for consideration. Similarly, the figures shown in the Draft EIR are meant to illustrate broad Project concept plans, and are not intended to show development details that will be determined following Precise Plan approval.

Comment 21 – Building Height and Grading

Commenter requested additional information on building heights and their relationship to the grading plan, referring back to the Environmental Planning Commission meeting of December 7, 2005, at which the Draft Precise Plan was discussed. A maximum building height of 50 feet was established at the public hearing and the Project is inconsistent with this. As the existing grades are to be maintained, then it is likely that the building heights for the 3-5 story buildings would exceed the feet above sea level roofline benchmark elevation. **Figure 3-2, Project Conceptual Site Plan**, does not include the north-south and east-west cross sections that indicate future buildings would be below the referenced Hewlett-Packard roof. [Kelly (40a, EPC2-10)]

Response 21

The Environmental Planning Commission discussed building heights on December 7, 2005. The Commission took several straw votes and requested additional information, but made no final decisions. The site sections submitted by Toll Brothers at that meeting are informational and are not a part of the Project evaluated in the Draft EIR. Toll Brothers will submit detailed grading or development plans following Precise Plan approval. Specific proposed building heights as measured from grade or from sea level can be determined following Precise Plan approval and the submittal of detailed specific Project design. Buildings would not exceed the height limits listed in the Project Description on page 3-8 as measured from grade—which is the standard method of measuring height.

Comment 22 – Building Height

Commenter said the maximum building height for a two-story building should be 23 feet to blend with the neighborhood. [Ericksen (48s)]

Response 22

The Project Description, including the height, is a description of what is being proposed. Comment on the suitability of the height is noted. Chapter 4 of the

Draft EIR addresses the impacts of the proposed building heights on the surrounding neighborhood.

Comment 23 – Size of Parks

Commenter noted inconsistencies regarding the size of the proposed public parks in **Figures 3-2 and 3-3** and text on pages 3-9 and 4.8-26. **[McBain (42c, EPC2-8)]**

Response 23

Based on the City's park dedication ordinance, the correct park acreage for the 530 proposed housing units (42 small-lot single-family and 488 multi-family) is 3.2 acres (rounded). Figures and text have been corrected and are provided in **Chapter 5.0** of this document.

Comment 24 – Maintenance of San Antonio Underpass

A commenter requested a clarification in the Draft EIR on page 3-15 to reflect that the San Antonio underpass is within a public right-of-way of the City of Palo Alto rather than stating that the underpass "would remain and be owned and maintained by the HOA." **[Guerra (49d)]**

Response 24

According to the City of Palo Alto, the underpass property is owned by the City of Palo Alto. However, the underpass was constructed by the Mayfield Mall shopping center developer, pursuant to an encroachment permit, and the developer agreed to maintain the underpass (under an agreement with Mountain View). The text on page 4.12-59 has been revised to reflect this information. See **Chapter 5.0**.

Comment 25 – Street System

Commenters requested more detail on the internal street system, including the specific dimensions and accommodations for bicyclists and pedestrians. They questioned whether Nita and San Antonio intersections would be in the same spot. **[Meyer (17b); Ericksen (48t, 48v); Lou and Lee (46e)]**

Response 25

Generally, all streets will have two travel lanes with planter strips and sidewalks on both sides. Exact dimensions have not been determined but will generally be consistent with public streets in Mountain View, with the possible exception that dead-end streets that serve only residents of the development may be narrower. In addition to the objectives for the Project (see **Responses 14 and 15**), the Precise Plan “will set the tone” for transportation, including non-motorized transportation.

The statement on page 3-15 that Nita Avenue would be realigned to the south means that Nita Avenue would be relocated from its present location along the northern edge of the Project site to approximately 100 feet farther south. This would allow for single-family houses, rather than a road, to back up to the existing houses. See **Response 30** for information on the construction phase of the Project. The intersection of Nita Avenue and San Antonio Road would not change.

Comment 26—Parking

Numerous commenters requested more detail on parking. [Lou and Lee (46e, EPC2-14); Rosewalk (36d); Ericksen (48u); Vanacek (50e); Mangan (51e); Claussen (52e); Lieberman (53e); Robare (54e); Billat (55e); Richter (56e); Jang (57d); Florian (58e); Shih (59e); Khetrpal (60e); Horstman/Shrimali (61e); Schipper (62e); Goyal (63e)]

Response 26

Table 3.4, “Parking Required for Residents and Guests,” on page 3-17 of the Draft EIR has been corrected to say that the parking requirement for multi-family units in Palo Alto is 2.33. The revised table is provided in **Chapter 5.0** of this document.

Both cities have guest parking requirements. The sizes of parking spaces and the number of parking spaces in Mountain View must comply with Zoning Ordinance requirements as stated on page 4.12-65 of the Draft EIR. Minimum dimensions are 8.5 feet by 18 feet except as noted in Section A36.37.090.C:

“Dimensional Requirements.” The Mountain View Zoning Ordinance does not permit compact spaces. Under the proposed Project, there will parking on most streets and there will be public parking on streets next to proposed public parks, which will provide parking for park visitors. In Mountain View, required guest parking cannot be on public streets. A detailed parking plan showing parking space dimensions, potential tandem spaces, number of spaces on each street segment and any “drop-off” spaces has not been submitted.

Private parking is currently not allowed on the HP site and the HP site is not used for overflow parking, although it is acknowledged that some people are parking illegally. In the future, non-residents will be able to park on the public streets.

Comment 27—Drainage and Irrigation Plans

A commenter associated with the applicant provided a clarifying statement that drainage and irrigation plans would be provided in conjunction with specific development permits, once a decision regarding adoption of the Precise Plan is made. [Guerra (49e)]

Response 27

Comment noted. The first paragraph following **Table 3-4** on page 3-17 of the Draft EIR has been revised to include this clarification. The revised text is provided in **Chapter 5.0** of this document.

CONSTRUCTION ACTIVITIES

Comment 28—Dust and Asbestos from Existing Structures

A commenter requested information on what steps would be taken to mitigate dust during proposed on-site recycling of debris from existing structures and roadways. The commenter also requests that asbestos be removed prior to demolition. [Ericksen (48x)]

Response 28

Mitigation for fugitive dust during construction is provided in **Mitigation Measure 4.2-1** in the Air Quality Section of the Draft EIR. **Mitigation Measure 4.6-4** in the Hazards and Hazardous Materials section of the Draft EIR provides for the removal and disposal of any asbestos identified in the buildings.

Comment 29 – Dewatering and Water Damage

Two commenters requested additional information on the proposed excavation and depth of the water table on the site. They asked what mitigations are provided to prevent flooding of below-grade floors of the structures and related water and moisture damage. A commenter expressed concern that any pumping of groundwater could result in land subsidence in adjacent neighborhoods. [Ericksen (48y); Rose (43d)]

Response 29

The Project evaluated in the Draft EIR is a conceptual plan and the specific details related to Project construction and operations have not yet been developed. The specific engineering details for the construction and operation of the underground parking garages will be developed as part of the final design. The depth of excavation as stated in the Draft EIR on page 3-20 is “up to 20 feet below grade,” but exact depths will be determined through detailed geotechnical and soils investigations performed at the time design level plans are prepared. The depth of the groundwater table as noted in the Draft EIR (page 4.7-2) ranges from 5 feet and 13 feet below ground surface. As described on page 4.7-9 of the Draft EIR, the portions of the structures to be located below the groundwater table will be designed for hydrostatic conditions assuming a design groundwater level determined during the final geotechnical conditions. Foundation design will include waterproofing of the below water walls and foundations. Details of the waterproofing and foundation designs will be provided during the design-level stage of the Project. All dewatering activities will be done in compliance with “Dewatering from Construction Sites and In-Ground Utilities Maintenance Project,” a pamphlet that has been adopted by the cities of Mountain View and Palo Alto.

Comment 30—Construction Conditions

Commenters asked about conditions during the construction phase. A commenter requested clarification of the text usage of “professional ... workers” on page 3-20. The commenter asked where construction workers would park and suggests that they use public transit. [Lou and Lee (46f, 46g, 46h, 46i); Ericksen (48w, 48z2)]

Response 30

Professional construction workers are management staff, skilled technicians, tradesmen and laborers. As stated on page 4.12-66 of the Draft EIR, they will park in designated areas on the Project site. Contractors may be required to pick up and drop off employees in vans if the site is constrained. The suggestion on workers using Caltrain is noted (Light Rail does not serve this site).

Nita and Mayfield will be available for public use during the construction phase, although there may be brief periods when alternative routes will be required for motorized and non-motorized traffic (e.g., when streets are being re-constructed or utilities being installed). The connector road between Nita Avenue and Whitney Drive would be relocated as described in **Response 25**. The connector (old alignment and new road) may be closed for brief periods due to construction activities along this road. Comment on minimizing closures is noted.

Construction noise is addressed in **Section 4.9** of the Draft EIR and in **Responses 147, 148 and 154** of this document.

As stated on page 3-21 of the Draft EIR, “Construction of the buildings would begin with the single-family detached homes along the northern and eastern perimeters of the site, followed by the condominium buildings.” The City would not impose penalties in the event that the Project is not completed within the 54 months projected by the applicant.

Comment 31 – Construction Traffic

A commenter asked where construction traffic was addressed and comments that construction traffic could impede pedestrian access to the site. [Ericksen (48y, 48z1)]

Response 31

Construction traffic and parking impacts are addressed in **Impact 4.12-18** in the Transportation section of the Draft EIR and are based on the Project's anticipated construction schedule described in **Section 3.5.3** of the Draft EIR. **Mitigation Measure 4.12-18** requires the applicant to prepare and submit to both cities for approval a construction traffic management plan as a condition of Project approval. As noted in the text, this plan would include traffic and parking plans for construction workers to reduce impacts to bicyclists, pedestrians and nearby residential areas. The implementation of this plan would reduce construction traffic and parking impacts to a less-than-significant level.

INTENDED USES OF THIS DEIR***Comment 32 – Development Agreement***

One commenter asked about the process for review and approval of a Development Agreement. [Ericksen (48z3)]

Response 32

Any proposed Development Agreement would be open to public review and comment at public hearings before the Zoning Administrator and the City Council pursuant to Zoning Ordinance Section A36.76.

4.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION

INTRODUCTION

Comment 33 – Table of Cumulative Projects

A commenter recommended that **Table 4-1** be revised to include a reference to transportation factors referenced in **Section 4.12.6**. [**Guerra (49f)**]

Response 33

Comment noted. The table has been revised to include a reference to transportation factors. The revised table is located in **Chapter 5.0** of this document.

Comment 34 – Cumulative Development Projects

Commenters submitted a list of projects that were believed to be approved or in the pipeline and should be considered. One commenter said the “pumpkin patch,” a 15-acre site on Grant Road, should be included in the list of plans and probable future projects. [**Tymes (35); Ericksen (48z4)**]

Response 34

As noted on page 4-3 of the Draft EIR, the cumulative analysis is based on the Mountain View General Plan EIR and the Palo Alto Comprehensive Plan EIR plus any approved and pending projects not included in those EIRs. See Comment and **Response 188** for additional related comments and discussion of individual projects.

Development of the “pumpkin patch” is included in the Mountain View General Plan EIR. Although a development application has recently been received, it is outside the Project area identified for the traffic study.

4.1 AESTHETICS

EXISTING CONDITIONS

Comment 35 – Topography

A commenter stated that the term “relatively flat” should not be used to describe the site. [Ericksen (48z5)]

Response 35

A more detailed description of the grades on the site is provided in the Draft EIR **Section 4.7, Hydrology and Water Quality**, page 4.7-1 under “Surface Hydrology.” Information on heights of proposed buildings above sea levels is not yet available since a specific Project design has not been submitted. However, the Precise Plan describes height limits. See also **Responses 20** and **21**.

Comment 36 – Sculpture

A commenter inquired about the status of the sculpture piece on site. [Ericksen (48z5)]

Response 36

There is no plan to retain the sculpture.

Comment 37 – Perimeter Houses

A commenter stated that references to **Impact 4.1-1** in the Executive Summary and Aesthetics section should be expanded to protect perimeter residences on Betlo Avenue, Nita Avenue and Whitney Drive, not just Diablo Avenue. [Kostinsky (11c)]

Response 37

This was an oversight. **Table 2-1** of the Executive Summary and **Mitigation Measure 4.1-1a** on page 4.1-18 has been revised to reference Betlo, Nita and Aldean Avenues. Whitney Drive will not be included since no single-family

residences with private yards about the Project site at that location. See **Chapter 5.0** of this document for the revised table and mitigation measures.

Comment 38—Figures 4.1-6 and 4.1-10

A commenter requested that photos of existing conditions along San Antonio and Central Expressway be taken at peak traffic hours. **[Schnipper (62a)]**

Response 38

The figures identified by the commenter are intended to show typical existing visual conditions at the Project site looking across the two roadways; rather than traffic conditions during peak hours. Information related to existing and projected future traffic conditions is provided in **Section 4.12** of the Draft EIR.

PROJECT CONSISTENCY WITH APPLICABLE REGULATIONS

Comment 39—Community Development Policy 5

Commenters stated that the Project is not reasonably consistent with General Plan Policy 5 and that it is out-of-scale with the surrounding neighborhood. A commenter suggested that the only way to be consistent is for the Project to consist of predominantly single-story, single-family residences of the Eichler/Mardell/Mackey style. **[Kostinsky (11e); Auckland (32c, 32d); Kelly (40c, EPC2-10)]**

A commenter submitted that the Mountain View CEQA Guidelines include Architectural Character as a quality to be included in the study of any visual impact and that the Architectural Character analysis was omitted from the EIR. **[Auckland (32a)]**

Response 39

General Plan Policy 5 is under Goal B – “Preserve and strengthen Mountain View’s identity”, a goal that is to be achieved in part by “encouraging distinctive private development” that is “compatible with surrounding properties.” Both aspects of Goal B will be achieved through design standards and guidelines in the Precise Plan that call for quality design and neighborhood sensitivity.

Mitigation Measures 4.1-1a and **4.1-1b** include special setbacks, height limitations, fencing and tree planting requirements to provide a reasonable level of compatibility along the perimeter of the site where aesthetic impacts are most sensitive.

While the inclusion of specific architectural character standards in the Draft EIR is not a requirement of CEQA, the Draft EIR contains an analysis of potential aesthetic impacts and effects on architectural character as part of **Impact 4.1-1** and the discussion of the Project's consistency with applicable Mountain View General Plan policies. The Draft EIR addresses the compatibility of the height and massing of proposed development with the height and massing of adjacent development (see e.g., pages 4.1-17 - 18 and the associated photo-simulations), the degree of public visibility of the proposed sound wall and the compatibility of the proposed development with the general scale and pattern of surrounding development (**Impact 4.1-1** and **Mitigation Measure 4.1-1**). To clarify the consideration of the sound wall, text is added to the discussion of **Impact 4.1-1** to specifically reference the proposed sound wall. The clarifying text is provided in **Chapter 5.0** of this document.

Comment 40—Community Development Policy 6, Residential Neighborhoods Policy 27

A commenter stated that the Project is not reasonably consistent with Community Development Goal C and Policy 6 regarding maintaining and enhancing the City's neighborhoods and Goal F, Policy 27 of the Residential Neighborhoods Chapter. [Kostinsky (11e); Kelly (40c, EPC2-10)]

Response 40

Goal C and Policy 6 and Policy 27 seek to strengthen and protect the identity and quality of neighborhoods. Through the City's design review process and the application of **Mitigation Measures 4.1-1a** and **4.1-1b**, the Project will be compatible with the existing residential neighborhood, yet distinctive such that the surrounding neighborhood's identity will be strengthened, which is called for in General Plan Policy 6.

Comment 41 – Community Development Goal A, Policy 1

Commenters stated that the Project is inconsistent with Goal A, Policy 1, Actions 1.e and 1.f of the General Plan, sections 36.48.4.b and 36.50.4.c of the Zoning Ordinance and section 4.1 of the Small Lot Single Family Guidelines and section 2.0 of the Rowhouse Guidelines. [Kelly (40g); McBain (42p)]

Response 41

Goal A of the General Plan is to “Promote a pattern of land use that protects the community’s health and safety.” Policy 1 states, “Ensure the new development is built and located to minimize the dangers of flooding, airfield effects, earthquake hazards, and hazardous materials.” Actions 1.e and 1.f do not exist in the General Plan.

The Draft EIR has analyzed the Project site for flooding danger, airfield effects, seismic hazards and hazardous materials. Please refer to **Section 4.5 Geology**, **Section 4.6 Hazards and Hazardous Materials**, **Section 4.7, Hydrology and Water Quality**, and **Section 4.9 Noise** of the Draft EIR for additional information.

Sections 36.48.4.b and 36.50.4.c do not exist in the current version of the Zoning Ordinance.

Section 4.1 of Small Lot, Single-Family Development Guidelines (General Objectives) and Section 2 of the Rowhouse Guidelines (Purpose and Goal of Guidelines) explain general goals and objectives of each document. The Small-Lot, Single-Family Residential Development Guidelines and Rowhouse Guidelines are tools for the review of specific development plans. At this point in the development phase, detailed plans do not exist, but specific development proposals will be reviewed to ensure consistency with these guidelines in keeping with standard City review processes.

The proposed Precise Plan requires that small-lot single-family residences and rowhouses incorporated into this Project be generally consistent with these guidelines.

Comment 42 – Community Development Goal S

A commenter stated that the Project is not consistent with the Goal S and that the Draft EIR did not analyze building heights as required by Goal S. [Kelly (40a, 40c)]

Response 42

Goal S is addressed in the Land Use and Planning Section as **Response 114**.

Comment 43 – Community Development Goal D, Policy 11

A commenter stated that the Project is not consistent with Goal D, Policy 11, Action 11a. [Kelly (40c, EPC2-10)]

Response 43

Policy 11 states, “Encourage building and site design that is compatible with the natural environment and features of the site.” Action 11a states “Ensure that building and site design keep the destruction of mature trees and vegetation on the site to a minimum.” The Draft EIR includes analysis of existing mature trees and recommendations on which trees to retain, for the purpose of keeping the loss of mature trees to a minimum. See **Section 4.3, Biological Resources**.

Comment 44 – Community Development Policy 48

One person said there should be scale models, on-site demonstrations and computer simulations to conduct a detailed analysis as required by General Plan Policy 48 and Action 48.a. [McBain (42p)]

Response 44

Detailed analysis will take place when a specific development project is submitted for review. If needed, scale models and other detailed information will be prepared.

Comment 45—Community Development Policies 12 and 13

One person said the EIR should assess compliance of the Project with General Plan Policies 12 and 13. **[McBain (42p)]**

Response 45

Policies 12 and 13 say that roadways should be landscaped to define character of districts and to create a comfortable pedestrian environment. These policies are included in the standards and guidelines of the Mayfield Precise Plan. The Project will be required to comply with these policies when a specific development project is proposed.

Comment 46—Master Development Plan

A commenter stated that the proposed Project must be consistent with existing Master Development Plan for the site. **[Auckland (32b)]**

Response 46

Redevelopment of the site will be regulated based on the Revised Precise Plan, which this Draft EIR covers, not the previous Precise Plan.

Comment 47—Sound Wall

Commenters stated that the proposed sound wall would conflict with the site being a welcoming entry to Mountain View and would have a significant visual impact on the public. **[Ericksen (48z6); Auckland (32e)]**

Response 47

The anticipated location for the sound wall is the easterly 100 feet of the site along Central Expressway. The details of the proposed sound wall will be analyzed during the design review phase of the Project to minimize the visual impacts to views and the visual character of the site. The Draft EIR found changes to views with the Project from Central Expressway towards the site to be less than significant. (See **Figure 4.1-9** and discussion in paragraph 4 on page 4.1-18 of the Draft EIR).

IMPACTS AND MITIGATION

Comment 48 – Existing Views of Mountains (p. 4.1-16)

Commenters noted that views of the mountains are currently available from some homes along Aldean Avenue and from the northwest portion of the Project and requested that the text be revised to reflect the availability of scenic vistas. It was further noted that the Project would impact existing views from adjacent homes. One commenter suggested that the blocking of the views from homes along Aldean Avenue would be a significant visual impact. [**Henderson (41a); McBain (42o)**]

Response 48

The text on page 4.1-16 of the Draft EIR has been revised to note that views of the mountains from a few homes could be affected by the Project. The revised Draft EIR text is provided in **Chapter 5.0** of this document.

As analyzed in the Draft EIR, the Project is not located next to a designated scenic highway or within a designated scenic corridor. It should be further noted that the Project site and surrounding residences are private properties and do not provide viewing opportunities for the general public, as would occur in a public park or open space area. While views of the mountains from a few private residents along Aldean Avenue could be blocked by the proposed structures, most homes surrounding the property do not have views of the mountains because the existing buildings and trees on the Project site block these views. Views of the mountains from public vantage points would not be affected. Because the majority of homes and the public in general would not be deprived of an existing scenic vista by the Project, the Draft EIR concludes that there would not be a *substantially* adverse effect to a scenic vista and no further discussion in the Draft EIR is required. Blocking of views from existing residences is discussed in the Draft EIR in the context of impacts to “scenic resources” i.e., the existing Heritage and Regulated trees that are considered scenic resources by the cities. The discussion of the Project’s impact to “opportunities to view scenic resources” is provided on page 4.1-24 of the Draft EIR (**Impact 4.1-2**). The Draft EIR identified this as a significant visual impact and provided mitigation measures to reduce this impact. (See also **Response 51**).

Comment 49 – Graphic of Heights and Setbacks

A commenter requested a graphic illustrating the different height and setback standards for alternatives and for neighboring single-family residences. Another commenter submitted a series of diagrams showing his understanding of the setbacks. [Lesti (EPC 2-34); Kelly (40c)]

Response 49

A graphic is provided on the following page of this document that shows the building envelope allowed by the Precise Plan and the existing development potential of the adjacent single-family residences.

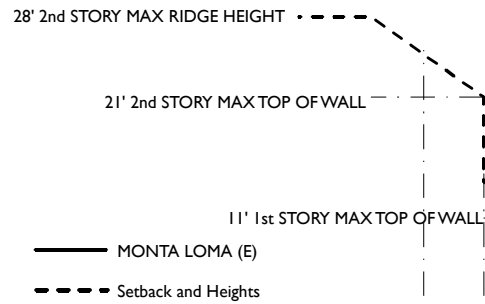
Comment 50 – R3 Area

A commenter stated that the Draft EIR overlooked the impacts to apartments and duplexes at the intersection of Mayfield Avenue and Whitney Drive and that the same mitigations concerning rooflines, windows, balconies etc. that apply next to single-family houses should apply to these buildings. The commenter also stated that page 4.1-18 inaccurately states that "...smaller residential buildings, including small-lot single-family houses... near existing... houses and taller buildings closer to Central Expressway and San Antonio Road..." This description was not applied to **Figure 3-3** on page 3-7 which shows three-story buildings adjacent to single-story apartments near the corner of Mayfield Avenue and Whitney Drive. [Kostinsky (11b, 11f)]

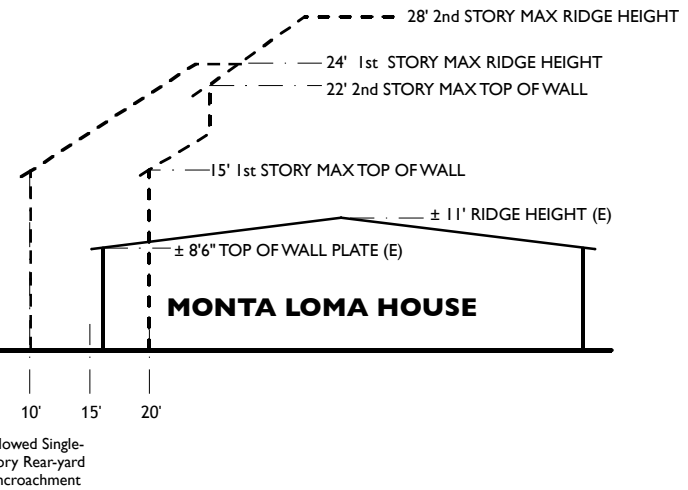
Response 50

The Draft EIR and Precise Plan have been developed with mitigations to protect the privacy of sensitive areas on adjacent sites (See **Mitigation Measures 4.1-1a** and **4.1-1b**, and Mayfield Precise Plan standards and guidelines). The focus of these mitigations is where the Project abuts private rear yards of existing single-family homes. In the cases of adjacent apartments and duplex sites, impacts on private yard areas would not occur.

Precise Plan Single Family



R-1



**VAN METER
WILLIAMS
POLLACK** LLP
ARCHITECTURE • URBAN DESIGN
SAN FRANCISCO • DENVER

SETBACK AND HEIGHT REGULATIONS PRECISE PLAN SINGLE-FAMILY and R-1 SINGLE-FAMILY

Mayfield Precise Plan
City of Mountain View

scale 1/16" = 1'

A two-story apartment building in the R3-1 zoning district is located at 2491 Whitney Drive (southeast corner of Whitney Drive and Mayfield Avenue). Based on R3 zoning regulations, the site can be redeveloped as a three-story apartment building with heights of 36 feet to the top of wall plate and 45 feet to the top of the ridge. In addition, instead of private yards abutting the Project site, the apartment site has carports and a parking lot along the southerly property line. The commenter is correct that under the proposed Precise Plan, this apartment site with the potential for three-story buildings will be adjacent to three-story residential buildings. This is considered to be a less-than-significant impact.

Just east of 2491 Whitney Drive is another apartment at 2485 and 2489 Whitney Drive. This site is in the R3-1h1s district, which contains a one-story height limit. Under the proposed Precise Plan, this apartment complex will be adjacent to two-story single-family homes on the Project site. Since this site has carports and parking lots abutting the Project site, any impacts from the proposed Project are considered less-than-significant.

There is one duplex adjacent to the Project site on the north side of Whitney Drive at 2494 Whitney Drive. This site shares its side property line with the Project site. The private yard for this property is at the rear of the lot, and the implementation of **Mitigation Measures 4.1-1a** and **4.1-1b** for the interface between the Project site and single-family residences on Betlo Avenue will effectively mitigate any aesthetic impact from the Project to less-than-significant levels.

Comment 51 – Visual Impacts from Structures

Commenters stated that the visual impacts to adjacent property owners from structures at the perimeter of the Project are not adequately mitigated and should be re-examined, such as lower heights or more setback if undergrounding of utility lines is not done. [**Kaiser (EPC 1-3); Greene (EPC 2-22); Anderson (EPC 2-29); Kelly (40c, 40e, 40f, EPC2-10)**]

Commenters also stated that undergrounding of utilities should be required in accordance with Goal 10, Policy 10, Action 10b and question how planting shorter trees if the lines are not undergrounded can reduce the visual impact of

the Project to a less-than-significant impact. [Kostinsky (11h); Ericksen (48z10); Brown (EPC 2-36); Kelly (40c, EPC2-10)]

Response 51

RTC Table 4-1 on the following page shows that the setback, design and landscaping mitigations in the Precise Plan and/or the Draft EIR for small-lot single family residences along the perimeter of the Project site adjacent to existing single-family residences, are more restrictive than those that would apply under the standard Small Lot Single Family Guidelines and in the R1 district, which apply to the existing homes.

To provide additional mitigation of aesthetic impacts, the following revisions have been made:

The Precise Plan and **Mitigation Measure 4.1-1a** is revised to limit the top of the first story wall to 11 feet and the top of the second story wall to 21 feet, to be measured from existing grade. Please see **Chapter 5.0** of this document for the revised text of this mitigation measure.

Mitigation Measure 4.1-1b is clarified to state that undergrounding of utility lines shall be required unless circumstances beyond the applicant's power preclude it. Circumstances beyond the applicant's control are limited to the utility company stating that undergrounding is not technically possible and/or refusal of affected property owners to allow the applicant to access their private yards to complete the undergrounding work and/or refusal of affected property owners to grant easements needed to provide connections to the existing system or to existing street lights. Please see **Chapter 5.0** of this document for the revised text of this mitigation measure.

**RTC Table 4-1
Mitigations for Small-Lot Single Family
Adjacent to Existing Single Family**

	Precise Plan / Draft EIR Mitigation Measures	Small Lot Single Family Guidelines	R1 Regulations
Height	28 ft to the top of the ridge, 11 ft for first story top of plate, 21 ft for second story top of plate (Precise Plan)	30 ft	28 ft to the top of the ridge, 15 ft for first story top of plate, 22 ft for second story top of plate
Perimeter Setback – where adjacent to existing single- family residences	20 ft first story setback, 25 ft second story setback (Precise Plan)	15 ft	20 ft for first story, 25 ft for second story (rear setback)
Roof Forms	Design roofs to minimize wall heights (orient eaves rather than gables) to perimeter property lines (4.1-1a[1])	No applicable regulation or guideline. Issue could be raised in the design review process on a case-by-case basis.	No applicable regulation.
Articulate Elevations	Break up rear walls and set back upper stories to minimize building mass and provide architectural details to elevations. (4-1-1a[2])	Building facades should have offsets and setbacks to reduce the appearance of building mass and bulk.	No applicable regulation.
Window and Balcony Orientation	Position windows to minimize views into neighboring properties. Provide clerestory windows (sill height above 5 feet) on upper stories that face rear yards of existing single-family homes. Prohibit upper-floor balconies on sides of houses that face the rear yards of existing single-family homes. (4-1-1a[3])	Balconies permitted, but design should maximize privacy of neighbors.	No limitation on number, size or placement of second-story windows. Balconies are permitted.
Fencing	Allow fencing of up to 6 feet with a 2-foot lattice screen extension. (4.1-1a[4])	No applicable regulation or guideline.	Maximum allowed height is 6 feet. Additional 2 feet can be allowed with neighbors consent or formal design review.
Planting	Plant tall-growing landscaping, including non-deciduous trees. (4.1-1b)	No applicable regulation or guideline. Trees may be required through the design review process on a case-by case-basis	No applicable regulation for any type of privacy protection with new two-story homes / additions.

Source: Precise Plan, Draft EIR

Mitigation Measure 4.1-1b is re-worded such that if power lines are not undergrounded, then trees that will reach a height of at least 25 feet shall be planted in the rear perimeter setback between the power lines and the new houses. If insufficient room is available for these trees to reasonably flourish, then the setback shall be increased to allow for the planting. Based on the photo-simulations provided in the Draft EIR, trees of that height would block a significant portion of the proposed Project from neighboring residential sites. Please see **Chapter 5.0** for the revised text of this mitigation measure.

A commenter noted that Goal D, Policy 10, Action 10b requires developers to run utilities underground. This is true, and the developer will be required to run all utility lines that they need to serve the Project underground from the edge of the Project area. The discussion about undergrounding of utility lines at the rear of residences on Betlo Avenue and Diablo Avenue is a different case – these are utility lines that the Project site does not and will not use. These utility lines only serve existing single-family residences and are located in the rear yards of individual residential property owners. Action 10b of the General Plan does not apply to the proposal to underground these utility lines. The City is requesting that the developer underground these lines to improve the aesthetic quality for these neighboring residents.

With these revisions and the other regulations in the Precise Plan and Mitigation Measures in the Draft EIR, adjacent residential sites will have negligible privacy impacts due to the lack of large windows and balconies facing their yards. Also, after a period of five years, the proposed Project will be well screened from the rear yards of adjacent residents. Therefore, the visual impact of the Project on these properties is considered less than significant.

Comment 52 – Fence Height

A commenter prefers that **Mitigation Measure 4.1-1a(4)** require taller fencing instead of stating it is allowed. [**Kostinsky (11d); Brown (EPC 2-36)**]

Response 52

Mitigation Measure 4.1-1a(4) on page 4.1-24 is revised to require six foot high wood fencing and a two-foot lattice extension around the perimeter of the site

adjacent to existing single-family residences. The revised text is provided in **Chapter 5** of this document.

Comment 53 – Mitigation of Views from Diablo Avenue

A commenter disagreed with the conclusion that the mitigation measures illustrated by **Figure 4.1-11** clearly mitigated the impact to a less than significant level, stated that the houses clearly dominated the view, and submitted that the EIR needed to provide objective criteria used to determine that the significant impacts are no longer significant. [Murphy 33(f)]

Response 53

For a discussion of the ability of the mitigation measures to provide adequate privacy for adjoining residences, see **Responses 51, 51 and 52**, which include several revisions to **Mitigation Measures 4.1-1a and 4.1-1b**. **Figure 4.1-11**, as noted in the Draft EIR on page 4.1-23, provides a *representative* example of the style and scale of buildings that would be allowed by the Precise Plan, although they are not the specific buildings that would be built on the Project site.

The significance criteria provided in the Draft EIR are in accordance with the suggested criteria from the *CEQA Guidelines Appendix G* and City of Mountain View and Palo Alto regulations. CEQA describes aesthetic resources in terms of scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a state scenic highway), the existing visual character or quality of the Project site, and light and glare impacts.

Comment 54 – Single-Story Houses

Commenters stated that the Project should consist of a row of one-story buildings graduating to higher buildings farther from the perimeter of the site adjacent to the neighborhood should be required. [Kostinsky (11d); Kelly (40c, EPC2-10)]

Response 54

As discussed in the Draft EIR (**Impact 4.1-1**), the Project proposes buildings no taller than two stories adjacent to the existing single-family residences, which the

City Council indicated, at a September 20, 2005 study session, would be appropriate since any of the properties in the affected neighborhood can be redeveloped with a new two-story house or a second-story addition. With the **Mitigations Measures 4.1-1a** and **4.1-1b**, as revised, the impact of two-story homes when viewed from the rear yards of adjacent properties will be mitigated to a less-than-significant threshold. Three-story buildings are proposed adjacent to neighboring apartments in the R3 district, which can be redeveloped with three-story structures based on the Zoning Ordinance.

Comment 55 – Line of Sight

A commenter stated that buildings should be limited to a line-of-sight height of the existing building closest to the intersection of Mayfield Avenue and Whitney Drive taken from the lowest fence line of neighboring property owners (6-feet). **[Rose (43r)]**

Response 55

The Precise Plan establishes a special height limit for the corner of Mayfield Avenue and Whitney Drive that is equal to the height of the existing HP building. It also calls for building heights to gradually increase from the periphery, where buildings will be the shortest, to the center and edges closest to Central Expressway, where buildings will be tallest. Two-story buildings are proposed at the perimeter of the site adjacent to single-family residences, with their impacts addressed by the Precise Plan standards and **Mitigation Measures 4.1-1a** and **4.1-1b**, as revised

Comment 56 – Undergrounding of Power Lines

A commenter stated that undergrounding of power lines will likely be infeasible since it would require that each adjacent property owner agree to undergrounding on their properties, making the second recommendation for the planting of lower growing trees appropriate. **[Guerra (49j)]**

Response 56

At this time, there is no evidence that the undergrounding of power lines is infeasible for any reason. If further study determines that undergrounding is in

fact infeasible for technical reasons or because the affected property owners refuse access, or will not grant necessary easements for linking to the existing overhead system or street lights, then the secondary **Mitigation Measure 4.1-1b**, as revised, would provide for trees that will reach a height of at least 25-feet planted in the rear perimeter setback between the power lines and the new houses, and that if insufficient room is available for these trees to reasonably flourish, then the setback shall be increased to allow for the planting.

Comment 57 – Types and Sizes of Trees

Commenters requested that **Mitigation Measure 4.1-1b** be more specific regarding the types and sizes of trees to be planted, questioned the suitability of “messy” trees, those with allergy causing pollens, and magnolia trees. [Ericksen (48d, 48e, 48z9); Henderson (41g)]

One commenter stated that the screen trees should automatically be designated as Heritage Trees. [Ericksen (48z9)] Another commenter requested that the EIR be specific about planting adequate sized trees at the time of construction to ensure immediate privacy for adjacent residents. [Henderson (41g)] A commenter suggested that all viable trees at the Mayfield site be required to be relocated to the parks and to create buffers along existing housing and the Project edges. [Blake 39(c)]

Response 57

Mitigation Measure 4.1-1b provides examples of tall growing trees that could be used on the Project site. The reader is referred to **Appendix B** of the Draft EIR for more details regarding proposed vegetation. See also **Response 51** for a further discussion of visual mitigations. As part of that response, **Mitigation Measure 4.1-1b** has been revised to provide more information about tree locations.

Section 4.3, Biological Resources details the provisions of the tree replacement plan and the requirements for tree maintenance and replacement. As noted by a commenter, the City of Mountain View no longer plants magnolia trees, which is correct regarding a particular species of the tree that was used as a street tree. The magnolia tree suggested for the Project site is not the same species that the

City had used as a street tree. It is a dwarf variety, which would not impact paved areas.

Because the Project evaluated in the Draft EIR is a conceptual plan, detailed landscaping plans have not yet been developed. Specific tree specimens, sizes, locations, and growth characteristics would be identified during development of the detailed landscaping plan at the time of specific Project design plans. The selection of appropriate vegetation for the site would be conducted in coordination with the cities of Mountain View and Palo Alto. This approach is in accordance with CEQA Section 15146, which states that, “the specificity required in an EIR will correspond to the degree of specificity involved in an underlying activity which is described in the EIR.”

Heritage Trees are defined by the City of Mountain View City Code Section 32.23, which is described in **Section 4.3 Biological Resources**. As noted on page 4.3-11 of the Draft EIR, to be classified as a Heritage Tree, it is necessary that trees be of a certain size and type, or designated by resolution of the City Council. The screen trees could not, therefore, automatically be designated as Heritage Trees. (See also **Response 83**)

Comment 58 – High Viability Trees

A commenter requests that the high viability trees shown on **Figure 4.1-13** be identified as “trees to be saved” and overlain on the conceptual site plan to identify where conflicts will arise. The commenter further suggests that few of the highly viable Heritage trees would be saved with the proposed development. **[Reid (18m)]**

Another commenter requests clarification regarding how many trees will be retained, and what will happen if they are removed. **[Ericksen (48f)]**

There was also a question about whether a grove of trees on Central Expressway would be saved. **[Lesti (EPC2-19)]**

Response 58

As stated on page 4.1-28 of the Draft EIR, “Because site-specific layouts would be completed following Mountain View City Council approval of the Precise Plan,

the exact number and location of Heritage (Mountain View) and Regulated (Palo Alto) trees to be removed has not yet been determined.” **Figure 4.1-13** referenced by the commenter was developed as part of the Hill Associates report provided as an appendix to the Draft EIR. **Mitigation Measures 4.1-2a – 4.1.2d** relate specifically to the high viability trees recommended for preservation that are shown on **Figure 4.1-13** and encourage their preservation. They include the tree groups in the public right-of-way along Central Expressway east of Mayfield Avenue and in the proposed 20-foot setback from Central Expressway. **Mitigation Measure 4.1-2a** has been revised to reference the specific tree groups. (See **Chapter 5.0** of this document.) **Mitigation Measure 4.1-2e** ensures that any Heritage or Regulated tree that is removed by the Project complies with the Tree Canopy Replacement Standard described in **Section 4.3, Biological Resources** of the Draft EIR. See **Section 4.3** for the detailed discussion of the mitigation plan associated with removal of Heritage or Regulated trees.

Comment 59 – Status of Trees on 0.04 Acre Parcel

A commenter requested clarification of the future status of trees on the 0.04-acre City owner parcel. **[Reid (18n)]**

Response 59

The parcel has been incorporated into all of the tree surveys. The recommendations in the Draft EIR related to that area would apply. Although the precise boundaries of the parcel as it relates to the tree surveys is not known, the parcel may include three tree groupings that are high priority for preservation (Groups 4,5 and 6) and one that is low priority (Group 36).

Comment 60 – Mitigation Measures 4.1-2a through 4.1-2e

A commenter was concerned that **Mitigation Measures 4.1-2a through 4.1-2e** did not address the benefits of mature trees for residents during their lifetimes and did not address the loss of non-Heritage trees and two commenters stated that the total tree canopy should be considered, not just Heritage trees. **[Kostinsky (11j, 11i); Greene (EPC2-24); Kelly (40c)]**

A commenter requested that **Mitigation Measure 4.1-2a** be clarified to indicate that it applied to Group 3 trees and that **Mitigation Measure 4.1-2d** be worded to be consistent with **Mitigation Measure 4.1-2e**. [Guerra 49l]

A commenter associated with the City of Palo Alto noted that implementing **Mitigation Measure 4.1-2d** regarding preservation of trees on the Palo Alto portion of the site would reduce impacts to less than significant. She requested that the Draft EIR note that should preservation of the trees be determined infeasible, an adequate canopy replacement must be provided by the Project. [Caporgno (64v)]

Response 60

Mitigation measures provided in the aesthetics discussion relate directly to the significant impacts identified in the Draft EIR. The identification of significant impacts relate directly to the significance criteria listed on page 4.1-16 of the Draft EIR. The CEQA significance criteria are concerned with the potential for significant changes to the visual character, views, scenic vistas, scenic resources and light and glare. Frequently, local jurisdictions determine through their General Plan and ordinances scenic resources that warrant protection. In this case the cities of Mountain View and Palo Alto have determined that Heritage and Regulated trees shall be protected and enacted tree preservation ordinances for these categories of trees. These ordinances do not apply to all trees within Mountain View and Palo Alto. Since the cities have identified these trees as scenic resources, the Draft EIR evaluates the impact of the Project upon these trees, as a potentially significant impact. The Draft EIR does not specifically consider impacts to the non-protected trees because these trees have not been designated as scenic resources. In general, however, the required tree mitigations will result in at least as many trees on the site after redevelopment as there are now, although it will take time to replace the existing canopy. Other scenic resources identified by CEQA are rock outcroppings and historic buildings within a state scenic highway, which are not present at the Project site.

Mitigation Measure 4.1-2a has been clarified to indicate that this measure applies to Group 3 trees. **Mitigation Measure 4.1-2d** has been expanded as

requested by the commenter to be consistent with **Mitigation Measure 4.1-2e**. The revised text is provided in **Chapter 5.0** of this document.

Comment 61 – Mitigation of Light and Glare Impacts

Commenter believes the Draft EIR conclusion that introduction of new sources of light and glare are mitigated to a less than significant level is premature and recommends including LEED goals in the mitigation measures. Commenter also states that additional studies should be performed to determine the effect of glare from windows and other metallic architectural details. **[Kelly (40i)]**

A commenter requested clarification as to how much light and glare is indicated by 1.0 foot-candles. The commenter asked that it be compared to porch lights and streetlights. **[Kostinsky (11k)]**

Response 61

Because the Project evaluated in the Draft EIR is a conceptual plan, detailed lighting plans have not yet been developed. Specific lighting requirements at the level of detail requested by the commenter would be identified during development of a lighting plan (photometric plan) associated with a more defined project, as noted in **Mitigation Measure 4.1-3a** of the Draft EIR. The selection of the specific lighting fixtures would be conducted in coordination with the cities of Mountain View and Palo Alto. This is consistent with CEQA Section 15146, which states that, “the specificity required in an EIR will correspond to the degree of specificity involved in an underlying activity [Project] which is described in the EIR.”

The prohibition of high intensity outdoor lighting, use of shielded fixtures, and use of downward directed low-profile, low-intensity lighting as required by **Mitigation Measures 4.1.3b** and **4.1-3c** would minimize levels of on-site lighting and the possibility of spillover onto adjacent properties. Implementing all the mitigation measures would effectively reduce the potential for substantial increases of light and glare to less than significant levels.

A lighting level of 1.0 foot-candle equates to the illumination given off by a candle at a distance of one foot from the viewer. One foot-candle at the

perimeter of the site would be much less illumination than a porch light or a street light at that location.

Comment 62—Setbacks

Commenters stated that a discussion of setbacks should be included in the Aesthetics section. [Kostinsky (11d); Kelly (40c, EPC2-10)]

Response 62

The Project proposes small-lot single-family residences along the property lines abutting existing single-family residences in the R1 district. These small-lot residences shall be required to have a twenty-foot first story setback from the neighboring R1 properties and a 25-foot second story setback, which exceeds that which would be required by the Small-Lot Single-Family Residential Guidelines and the R1 regulations that apply to the existing neighboring residences. (See also **Response 51**)

Comment 63—Architectural Style

A commenter stated that the Project is incompatible with the architectural style of surrounding development. [Auckland (32a)]

Response 63

A specific architectural style for the Project has not been proposed at this stage. Additional review may be required at the design review phase to the extent that the proposed architectural style results in visual incompatibility with the surrounding residential uses.

Comment 64—Replacement Trees

A commenter cited a potential discrepancy between the Draft EIR, which states that non-viable Heritage Trees will be replaced with 24-inch box specimens of the same species, and the Heritage Tree Qualitative Evaluation Report recommending 36-inch to 48-inch box specimens (14-feet tall and 6-feet to 7-feet wide) of different species and that the Qualitative Evaluation Report

recommended different species because many of the non-viable Heritage Trees were noted to have species-inherent problems. [Auckland (21)]

Response 64

Mitigation Measure 4.1-2e proposes the use of the Tree Canopy Replacement Standard described in **Section 4.3, Biological Resources**. **Table 4.3-5** in **Mitigation Measure 4.3-3c** outlines the standard for replacement trees based on the canopy size of the removed tree. Options are given to plant multiple 24-inch box sized specimens or fewer larger box specimens. No reference could be found to any mitigation measure that required that replacement trees be of the same species as the removed tree.

The Heritage Tree Qualitative Evaluation Report recommends planting 36-inch to 48inch box specimens along the perimeter of the property. The report does not offer any input on the size of replacement trees throughout the site. **Mitigation Measure 4.1-1b** discusses tree screening along the perimeter of the property, but does not indicate the trees should be 24-inch box as the commenter suggests.

Comment 65 – Trees and Buildings

Two commenters requested that an exhibit be provided that shows the site with proposed buildings and retained trees superimposed. [Ericksen (48z8); Reid (18m)]

Response 65

CEQA requires that the level of detail of analysis be commensurate with the level of detail of the Project. Thus, at this level of conceptual planning, it would be infeasible to develop a specific analysis identifying specific buildings and trees. (See also **Response 58**)

Comment 66—Perimeter Trees

A commenter suggested using relocated mature trees as privacy screening along the perimeter of the Project site instead of planting small specimens. [Kelly (40c)]

Response 66

Using relocated mature trees, or planting larger specimens is feasible under the required tree mitigation standards in **Section 4.3, Mitigation Measures 4.3-1a to 4.3-1d**. It should be noted that transplanting a larger tree that has grown accustomed to its environment can shock the tree to a point that future growth is stalled or stunted, making it problematic to use these specimens for privacy screening.

4.2 AIR QUALITY**EXISTING CONDITIONS*****Comment 67—Representative Ambient Air Quality Data***

A commenter stated that the measured ozone levels shown in **Table 4.2-1** may not be relevant to the Project because they were monitored in San Jose. The commenter also requested that additional data be presented, including monitoring data along local roadways and monitoring data from Sunnyvale. [Schnipper (62b)] Another commenter stated existing air quality is already poor. [Tenner (3)]

Response 67

The ozone levels for 2001 to 2004 shown in **Table 4.2-1** of the Draft EIR were monitored at the station at 910 Ticonderoga in Sunnyvale. No records exist for this station prior to 2001; thus, the ozone level for 2000 is from the 4th Street station in San Jose. The remaining data in **Table 4.2-1** reflect the monitoring at the nearest station to the Project site, which were generally the monitoring stations in San Jose.

Monitoring of pollutant levels on local roadways in the vicinity of the Project site may not be relevant because some pollutants (e.g., ozone) reflect regional, rather than local emissions. Pollutant levels at a microscale level are highly variable and depend on traffic levels; distribution of automobiles, trucks, and buses; atmospheric conditions; and the presence of nearby area and stationary source emissions, among other factors. Local data collected during the preparation period for a Draft EIR would not give sufficient longitudinal information and would be too limited to draw meaningful conclusions regarding existing pollutant levels or their trends. Furthermore, the BAAQMD CEQA Guidelines do not recommend or require this level of analysis. The Guidelines indicate, “Existing air quality conditions should be described [in the Environmental Setting]. Data from the air quality monitoring station(s) closest to the Project site should be included.”¹ The Draft EIR air quality analysis was prepared in accordance with the BAAQMD Guidelines.

IMPACTS AND MITIGATION

Comment 68 – Grading Plans

The commenter asked when the grading will take place and asks for specific information about the grading plans. Changing current grading would contribute significantly to dust/pollutant emissions. [Kostinsky (111)]

Response 68

The Project under consideration in the Draft EIR is a conceptual plan. Precise development details, including the grading plan and schedule will be submitted to the cities of Mountain View (Community Development Department) and Palo Alto (Planning and Community Environment) as part of a complete development application. **Mitigation Measure 4.2-1** requires the applicant to implement a construction dust control program with measures that are described on pages 4.2-21 and 4.2-22 of the Draft EIR.

¹ Bay Area Air Quality Management District, BAAQMD CEQA Guidelines - Assessing the Air Quality Impacts of Projects and Plans, December 1999, p. 27.

Comment 69—Building Demolition

The commenter suggested that description regarding the demolition of the existing buildings be revised. [Guerra (49m)]

Response 69

The description of the demolition phase has been revised to state the number of haul trucks for debris. However, as indicated in **Section 4.2, Air Quality**, of the Draft EIR, a quantitative assessment of the air emissions associated with construction has not been performed and is not required or recommended in the *BAAQMD CEQA Guidelines*.

The description of the existing buildings has been revised to state that two buildings, rather than one, will be demolished. The text revisions can be found in **Chapter 5.0** of this document.

Comment 70—Mitigation during Grading

The commenter asked questions about the enforcement of **Mitigation Measure 4.2-1** listed in on pages 4.2-21 and 4.2-22 of the Draft EIR. [Kostinsky (11m)]

Response 70

The measures listed in **Mitigation Measure 4.2-1** are recommended in the Bay Area Air Quality Management District's *BAAQMD CEQA Guidelines*. The BAAQMD is the primary agency responsible for air quality in the San Francisco Bay Air Basin. The BAAQMD considers a Project that would incorporate these measures to have a less-than-significant impact on fugitive dust. It will be the responsibility of the respective departments listed in **Response 68** to implement and enforce these measures as part of their review of the grading plans. If these measures are not sufficient to maintain fugitive dust levels such that sensitive individuals are adversely affected, they may file complaints with the responsible City department or with the BAAQMD. Optional measures also are recommended by the BAAQMD and included as mitigations on page 4.2-22 of the Draft EIR to further assure impacts will be less than significant. Because the fugitive dust impacts during demolition and grading are not anticipated to be

significant, no mitigation measure has been recommended to provide temporary housing during these activities.

Comment 71—Construction Mitigation Measures

A commenter questioned the need to propose implementation of the BAAQMD's optional measures for mitigation of construction emissions. [Guerra (49n)]

Response 71

The BAAQMD strongly encourages the optional measures at construction sites that are large in area, are located near sensitive receptors or that for any other reason may warrant additional emissions reductions. Because of the presence of sensitive receptors (e.g., residences) near the Project site, these measures were listed. A grading plan must be submitted to the cities of Mountain View (Community Development Department) and Palo Alto (Planning and Community Environment) prior to commencement of any work. When the grading plan is reviewed, these agencies would determine whether implementation of the optional mitigation measures is necessary to reduce fugitive dust and potential impacts to nearby receptors.

Comment 72—Harmful Levels of Air Pollutants

The commenter stated that although the estimate emissions do not exceed the BAAQMD recommended thresholds, this does not mean that the levels are not harmful. The commenter also suggested that reducing the Project density would be an effective mitigation measure. [Kostinsky (11o)]

Response 72

The air quality assessment in the Draft EIR is intended to determine whether the Project would result in *significant* adverse air quality impacts. If a project has less-than-significant air quality impacts, this does not mean that the project does not incrementally contribute to pollutant levels in the San Francisco Bay Air Basin. The Draft EIR states that the air basin is not in attainment with the state and federal ozone ambient air quality standards and the state PM₁₀ and PM_{2.5} ambient air quality standards. Accordingly, the existing air quality levels are at potentially unhealthy levels, and any project that would increase air emissions

would contribute to some degree to these levels. For purposes of determining whether or not the Project has a significant air quality impact, the EIR evaluated whether the Project would violate any air quality standards or contribute to an existing violation; or whether it would contribute to a cumulatively considerable net increase in criteria pollutants among other criteria (see page 4.2-18 of the Draft EIR). Because the Project's operational impacts were found to be less than significant, no mitigation measures are required.

Comment 73—Carbon Monoxide Hotspots

The commenter requested clarification that the CO hotspot analysis is based on traffic generated by baseline plus Project traffic conditions. **[Guerra (49o)]**

Response 73

The commenter is correct that the CO hotspots analysis is based on the baseline plus Project traffic conditions, but the baseline traffic also includes traffic generated by known future projects. The text has been revised to provide a better explanation of this analysis. The baseline traffic levels do not assume traffic generated by reoccupancy of the existing office buildings because it would be replaced by traffic generated by the proposed Project. The text revisions can be found in **Chapter 5.0** of this document. The Draft EIR reference to **Appendix A** has been revised to **Appendix C**.

Comment 74—Carbon Monoxide Hotspots

The commenter stated that the fact that the estimated carbon monoxide levels do not exceed state and federal ambient air quality standards does not mean that these impacts are acceptable or would not have health impacts. **[Kostinsky (11p)]**

Response 74

The carbon monoxide (CO) hotspots analysis is intended to determine whether CO emissions associated with the Project and background traffic would:

- Violate any air quality standard or contribute to an existing violation or

- Expose sensitive receptors to pollutants as defined by federal or State air quality standards.

These two criteria are listed as thresholds of significance in **Section 4.2.5.1** of the Draft EIR. If the analysis demonstrates that the air quality standards will not be exceeded, then the Project is considered to have a less-than-significant (i.e., acceptable under CEQA) impact with respect to these criteria.

According to the California Air Resources Board (CARB), “Ambient air quality standards (AAQS) define clean air, and are established to *protect even the most sensitive individuals* in our communities. An air quality standard defines the maximum amount of a pollutant that can be present in outdoor air *without harm* to the public's health.”² [emphasis added] Moreover, over the last several years, CARB and California EPA’s Office of Environmental Health Hazard Assessment have evaluated all the California ambient air quality standards to determine whether these standards adequately protect human health, particularly that of infants and children, in accordance with the Children's Environmental Health Protection Act (California Senate Bill 25, Escutia, 1999).

It should be noted that the predicted CO concentrations due to Project plus background traffic were less than one-half of the state 8-hour CO standard and less than one-fifth of the state 1-hour CO standard.

Comment 75—Air Quality Impacts of Local Traffic

The commenter stated that the air quality assessment does not discuss the impacts that would result from cut-through traffic on neighborhood streets.
[Kostinsky (11q)]

Response 75

The air quality analysis was done in accordance with the BAAQMD CEQA Guidelines. The estimated air emissions were calculated using the URBEMIS2002 computer model, which is a standard tool for calculating emissions of development projects accepted for use by the BAAQMD. URBEMIS2002 makes certain general assumptions about vehicular trip generation, distributions of

² California Air Resources Board, “California Ambient Air Quality Standards” [Online] 4 May 2005. <<http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>>.

trips (e.g., home-to-work, home-to-shopping), distribution of vehicle types, and trip lengths. It would be impossible to estimate the emissions associated with certain neighborhood routes because the *actual* trip destinations and routes to be taken by the Project's inhabitants are not known. Similarly, the CO hotspots analysis reflects the traffic distribution through intersections in the vicinity of the Project as determined in the traffic analysis for the Project based on standard methodology. The traffic analysis must make certain assumptions as to how traffic will flow to and from the Project. This analysis cannot evaluate every possible scenario, in particular those that would result from intermittent conditions such as traffic jams on major streets.

Comment 76—Traffic, Air Pollution, and Health Impacts

The commenter stated that the Draft EIR does not adequately address the correlation between increased traffic, increased pollution, and compromised health for city dwellers, citing specific concerns regarding respiratory disease and “cardiovascular events.” [Kostinsky (19c)]

Response 76

The Draft EIR adequately addresses the correlation between increased traffic and increased pollution. As stated on page 4.2-17 of the Draft EIR, the Project impacts to air quality are evaluated using thresholds established by the BAAQMD CEQA Guidelines and Appendix G of the CEQA Guidelines. The significance of the air quality impacts under CEQA is based on whether the Project would result in the violation of any air quality standard, expose sensitive receptors to federal or state identified pollutants, create objectionable odors, or result in a cumulatively considerable net increase to criteria pollutants (see page 4.2-18 of the Draft EIR for a discussion of the thresholds of significance used in the air quality analysis).

Table 4.2-1 on page 4.2-4 of the Draft EIR shows that the ambient pollutant concentrations measured in San Jose exceed the state PM₁₀ standard. **Table 4.2-2** of the Draft EIR describes the state ambient air quality standards and the relevant health effects of the criteria air pollutants. The Draft EIR further notes that based on monitored pollutant levels the air quality in the San Francisco Bay Air Basin exceeds the state and federal ozone ambient air quality standards and the state

PM₁₀ and PM_{2.5} standards (see page 4.2-11 of the Draft EIR). Operational emissions of ROG, NO_x and PM₁₀ associated with the Project, however, would not exceed BAAQMD recommended thresholds and were therefore determined to be less than significant (See **Table 4.2-4** of the Draft EIR). The criteria pollutants PM₁₀ and PM_{2.5} would typically be generated during construction activities. The applicant would be required to implement a dust control program in accordance with the BAAQMD CEQA Guidelines to control the release of these pollutants.

The relationship of the Project air quality impacts to compromised health for existing residents in Mountain View and Palo Alto is not something that can be directly ascertained because ozone, PM₁₀, and PM_{2.5} levels in an air basin reflect regional pollutant emissions and complex reactions in the atmosphere. Accordingly, the interaction between the Project's direct and indirect (i.e., motor vehicles) emissions, air pollutant levels, and their associated health effects can only be discussed in general terms because of the variability in factors (e.g., location, exposure to air pollutants, existing land uses, etc.) affecting any given sensitive receptor. To attempt a more precise analysis based on such variables would be speculative. The ambient air quality standards are based on conservative assumptions regarding exposure to air pollutants and are intended to protect human health and are frequently evaluated by the California Air Resources Board and California EPA's Office of Environmental Health Hazard Assessment to determine whether these standards adequately protect human health (see **Response 74**). The commenter cites the results of several studies relating health impacts to particulate levels. It should be noted that PM₁₀ and PM_{2.5} levels at the monitoring station nearest to the Project site have generally declined in recent years, as evidenced by the summary of ambient air quality in **Table 4.2-1** of the Draft EIR.

Comment 77—Air Quality Impacts due to Removal of Trees

Several commenters stated that the Draft EIR did not evaluate the impact on air quality due to the removal of trees. [Kostinsky (11j); Blake (39a,EPC2-7); Vanacek (50c); Mangan(51c); Claussen (52c); Lieberman (53c); Robare (54c); Billat (55c); Richter (56c); Jang (57e); Florian (58c); Shih (59c); Khetrpal (60c); Horstman and Shrimali (61c); Schnipper (62d); Goyal (63c)]

Response 77

As noted in **Section 4.3, Biological Resources**, of the Draft EIR, trees that are removed to facilitate demolition of the existing buildings and construction of new structures must be replaced in accordance with the cities' tree ordinances. Accordingly, there would not be a permanent loss of trees. Moreover, the effect of trees on air quality can be positive or negative. While some reduction in air pollutants is attributed to trees (e.g., reduction in urban temperatures that may reduce ozone formation, adsorption of some air pollutants, temporary retention of particulate matter), they also generate volatile organic compounds (e.g., terpenes) that contribute to ozone formation. With respect to one pollutant—ozone—these factors must be evaluated on a regional basis, due to the regional nature of ozone formation. The 100 Mayfield Project is relatively small in comparison to the San Francisco Bay Air Basin. It would not be possible to evaluate the effect of tree removal for this one Project, even the temporary reduction in trees, on air pollution due to the complexity of air pollutant formation and transport in the air basin. Further, no model exists to evaluate these potential impacts.

CUMULATIVE IMPACTS***Comment 78—Comparison of Current Plans and Proposed Project***

The commenter stated that the comparison between vehicle-miles traveled under the “current plans” and the proposed Project should use the “current use” instead of the “current plan.” [Kostinsky (11n)]

Response 78

This comparison in **Table 4.2-6** is intended to determine if the vehicle-miles traveled (VMT) under the current Precise Plan is greater or less than the VMT associated with the Project. If a project's VMT (which is a surrogate for its air emissions) is less than that associated with development under the existing Precise Plan and zoning, then it would not impede air quality improvements under the BAAQMD's Clean Air Plan and would not be considered to have a significant cumulative air quality impact. This approach is described in the *BAAQMD CEQA Guidelines*. Thus, the analysis has been done in accordance with the *BAAQMD Guidelines*.

4.3 BIOLOGICAL RESOURCES

EXISTING CONDITIONS

Comment 79—Amphibians on the Project Site

The commenter stated that amphibians have been observed on the Project site. The observation of amphibians on the site contradicts the statement in the draft EIR that "no amphibians are expected to occur on the Project site due to the lack of natural water sources." **[Auckland (16a)]**

Response 79

The Biological Resources section of the Draft EIR (p. 4.3-4) states that, "no amphibians are expected to occur on the Project site due to the lack of natural water sources." The document has been revised to state that, "given the lack of natural water sources, use of the site by amphibian species is expected to be limited. However, common amphibian species, such as California slender salamander (*Batrachoseps attenuatus*) and arboreal salamander (*Aneides lugubris*), are likely to occur in moister portions of the site." (See **Chapter 5.0** of this document) The presence of common amphibian species on the Project site would not result in any additional significant impacts to biological resources that are not addressed in the Draft EIR. Specifically, because of the common nature of the amphibian species that would be displaced or lost by construction activities, Project implementation would not reduce regional populations to below self-

sustaining levels or otherwise substantially affect amphibian populations in the area. The occurrence of common amphibian species is not considered “significant” new information as it does not change the EIR in a way that would deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Project proponents have declined to implement.

Comment 80—Incorrect Characterization of the Project Site

The commenter stated that it is inaccurate to characterize the Project area as “dense urban development.” [Auckland (16b)]

Response 80

The Biological Resources section of the Draft EIR (page 4.3-2) states that, “the Project site is in an area characterized by dense urban development.” The document has been revised to state that, “the Project site is in an area characterized by residential and urban development.” (See **Chapter 5.0** of this document)

Comment 81—Common Wildlife on the Project Site

The commenter stated that in addition to western gray squirrel, eastern black and grey squirrels are expected to occur on the Project site. The commenter also notes that woodpeckers occur in the Project area. [Auckland (16b)]

Response 81

The Biological Resources section of the Draft EIR (pages 4.3-3 to 4.3-4) includes a discussion of the common wildlife species either observed during field studies or that could occur on the site based on the quality and extent of available onsite habitats. This discussion is intended to provide a general overview of the common wildlife species expected to utilize the Project site and is not intended to provide a complete account of all common wildlife species occurring on the Project site. CEQA does not require the preparation of a comprehensive list of common wildlife species on a Project site or that focused surveys be conducted for common wildlife species (See **Response 82**, regarding the need to conduct surveys for special-status species). While additional common wildlife species

(not discussed in **Section 4.3.2.3**) are expected to occur on the Project site, the presence of these species does not change the characterization of the Project site as primarily supporting common, urban-adapted wildlife species. The occurrence of additional common wildlife species is not considered “significant” new information as it does not change the EIR in a way that would deprive the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect that the Project proponents have declined to implement.

Comment 82 – Biological Surveys Conducted on the Project Site

Commenters stated that adequate biological surveys were not conducted and request that formal surveys be conducted for birds (targeting nesting birds), amphibians, reptiles, bats and other mammal species. The commenters also stated that the tree grove located north of Nita Avenue functions as a woodland community and that the landscaping plan must include diverse native plants to provide nesting and foraging habitat for native animals. Further, the commenters stated that impacts to native habitats and birds are not adequately evaluated. [McMillan (22a, 22b, 22c, 22d, 22e, 22f, 22g); Kelly (40h); Vanacek (50c); Mangan (51c); Claussen (52c); Lieberman (53c); Robare (54c); Billat (55c); Richter (56c); Jang (57e); Florian (58c); Shih (59c); Khetrupal (60c); Horstman and Shrimali (61c); Schnipper (62d); Goyal (63c)]

Response 82

The Biological Resources section of the Draft EIR (pages 4.3-1 to 4.3-2) describes the methods used to evaluate the biological resources known to occur or with potential to occur on the Project site. As discussed, methods included a database review (to identify special-status plant and wildlife species that have been documented in the Project area), a site visit (to characterize the biological resources occurring on the site and to evaluate the potential of special-status biological resources to occur), and tree surveys. When preparing a CEQA document, more detailed surveys are generally conducted for those species and resources on which impacts would be potentially significant, pursuant to the identified significance criteria. Consequently, focused wildlife surveys are generally conducted when it is determined that a special-status species could

occur on a Project site based on the presence of suitable habitat. As discussed in the Draft EIR (page 4.3-6 and **Appendix D-1**), the Project site does not contain suitable habitat for any special-status amphibian, reptile, or mammal species. Consequently, focused surveys for these animal taxon were not conducted.

Based on the condition of the Project site, and on the habitat requirements of special-status species known to occur in the Project area, the Draft EIR concludes that Cooper's hawk is the only special-status species with a reasonable potential to utilize the Project site. The Draft EIR (page 4.3-19) includes standard mitigation requiring that nesting bird surveys be conducted prior to construction activities occurring during the nesting season of native bird species (typically February-March). Implementation of this mitigation measure would prevent the direct loss of Cooper's hawk, as well as avoid the loss of active nests of other bird species protected by state and federal regulations (i.e., California Fish and Game Code, Migratory Bird Treaty Act).

The Biological Resources section of the Draft EIR (page 4.3-3) states that "given the extent to which the Project site has been developed and landscaped, that the trees located on the property were planted for landscaping purposes, and the general lack of understory vegetation, the trees on the site do not collectively function as a natural woodland community." The EIR preparers concur with the commenter that the onsite trees are utilized by a variety of bird species (see p. 4.3-4). For the reasons outlined above, the use of the trees on the Project site by urban-adapted bird species does not conflict with the statement that "the trees on the site do not collectively function as a **natural** woodland community."

As discussed in the Draft EIR (pages 4.3-2 to 4.3-4), the Project site does not contain native habitats, is not considered of high biological value, and is expected to be primarily utilized by common, urban adapted wildlife species. The Project would result in the removal of trees (which provide habitat for a variety of common wildlife species), as well as the removal of shrubs and groundcover (which were planted as landscaping). Given the developed condition of the Project site and surrounding area, as well as the abundance of other "landscaped" habitats of similar biological value in Project area, the loss of wildlife habitat associated with the Project is not significant and is not expected to have a substantial adverse effect on any wildlife population. Accordingly, no

mitigation (such as a landscaping plan containing diverse native plants to provide nesting and foraging habitat for native animals) is required. However, the Draft EIR (page 4.3-20) does identify the removal of protected trees as a significant impact and includes mitigation requiring the replacement of these trees.

IMPACTS AND MITIGATION

Comment 83—Impacts and Preservation of Non-Heritage or Protected Trees

The commenters noted that the Draft EIR does not evaluate impacts to trees that are not designated by the cities as Heritage or Regulated. The commenters requested that the Draft EIR evaluate impacts to all trees on the Project site and detail all trees suitable for preservation (in addition to Heritage and Regulated trees). Commenters also noted that trees provide shade canopy. [Marquart-Cottrell (28b); Rosewalk Homeowners (36b); Lou and Lee (46b, EPC2-14); Henderson (41f); Vanacek (50c); Mangan (51c); Claussen (52c); Lieberman (53c); Robare (54c); Billat (55c); Richter (56c); Jang (57e); Florian (58c); Shih (59c); Khetrpal (60c); Horstman and Shrimali (61c); Schnipper (62d); Goyal (63c)]

Response 83

The Biological Resources section of the Draft EIR (page 4.3-17) identifies the criteria used to evaluate the significance of impacts to biological resources. These significance criteria were derived from the CEQA *Guidelines* as well as consultation with the cities of Mountain View and Palo Alto. In regards to individual trees on the Project site, the proposed Project would have a significant biological impact if it would “result in the removal or disturbance of a tree designated as a Heritage tree (within the City of Mountain View) or a Regulated tree (within the City of Palo Alto)” or “conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.” The proposed removal of non-Heritage and non-Regulated trees would not conflict with the adopted significance criteria. Similarly, identifying all the trees on the site suitable for preservation would not provide information relevant to the adopted significance criteria. Therefore, an evaluation of impacts

to individual “unprotected” trees is not required by CEQA in this Draft EIR. See **Response 82**, regarding the biological value of the trees on the Project site.

However, consistent with the adopted significance criteria, the Draft EIR does address impacts to Heritage and Regulated trees (page 4.3-20) and identifies Heritage and Regulated trees suitable for preservation (page 4.3-22). **Table 4.3-1** identifies the (Mountain View) Heritage trees on the Project site suitable for preservation. The table includes 132 trees identified by qualified arborists (see page 4.3-21) as having a medium or high viability rating. The remaining Heritage trees on the Project site were assigned a low viability rating and consequently are not considered to be suitable for preservation; accordingly, these trees are not included in the **Table 4.3-1**. **Table 4.3-2** identifies the (Palo Alto) Regulated trees on the Project suitable for preservation. As discussed in the Draft EIR (p. 4.3-22), the Palo Alto Planning Division staff considers all Regulated trees on the Project site to be suitable for preservation under the City’s regulations; accordingly, all Regulated trees are included in **Table 4.3-2**. (See also **Response 87**)

Comment 84 – Viability of Relocated Trees

The commenter questioned whether a one year monitoring period would be sufficient to determine the viability of relocated Heritage trees. [**Rose 43f**]

Response 84

Mitigation Measure 4.3-3b has been revised to state that, “.....If, after a period of one year, a relocated tree does not survive, or is determined by a qualified arborist to be of compromised health/ viability due to its relocation, the tree shall be replaced as specified below in **Mitigation Measure 4.3-3c**.” (See **Chapter 5.0**) A period of one year is expected to be sufficient for a qualified arborist to assess the viability of a relocated tree.

Comment 85 – Offsite Replacement of Trees and In-Lieu Fees

Commenters requested that **Mitigation Measure 4.3-3c** be revised to not allow replacement trees to be planted off site or for the applicant to be pay an in-lieu fee. [Kostinsky (11r); Ericksen (48g)]

Response 85

Mitigation Measure 4.3-3c states (p. 4.3-25), “....deviation from the strict canopy replacement schedule delineated in **Table 4.3-5** may be required in circumstances where crowding or other physical constraints make it impossible or undesirable to replace a tree with tree(s) of equal value on site. Under such circumstances, the applicant may request that replacement trees be planted off site or that a fee be paid in lieu of replacement, subject to approval by the City Consulting arborist and Community Development Department.” The intent of allowing the replacement of trees off site or payment of an in-lieu fee is to maintain the health and biological value of the onsite trees (by preventing overcrowding) and to avoid the planting of trees in physically unsuitable locations (where their long-term viability could be compromised). As this contingency can only be implemented under very specific circumstances and with the approval of the City Consulting arborist and Community Development Department, it does not create a “loophole” or otherwise provide a mechanism for not restoring the tree canopy on the Project site. Further, **Mitigation Measure 4.3-3c** applies only to Heritage trees located within Mountain View.

Comment 86 – Clarify Data Source for Tables 4.3-1 through 4.4-4

The commenter requested confirmation that the data source of **Tables 4.3-1** through **4.3-4** is the reports included in **Appendix D**. [Guerra (49p)]

Response 86

Tables 4.3-1 through **4.3-3** have been revised to cite the correct source. (See **Chapter 5.0**) The correct source is cited for the data contained in **Table 4.3-4**.

Comment 87 – Palo Alto Regulated Trees

The commenter requested clarification on why all Palo Alto Regulated trees are considered suitable for preservation given the varying condition of these trees. [Guerra (49q)]

Response 87

City of Palo Alto staff reviewed the arborist reports prepared for the Project site and indicated that they consider all the identified Regulated trees on the Palo Alto portion of the site to be suitable for preservation. **Section 4.3.3.5** of the Draft EIR describes the criteria for trees to be classified as Regulated within Palo Alto. Regulated trees include Protected trees, Street trees, and Designated trees. As described on page 4.3-16 of the Draft EIR, the Palo Alto Municipal Code requires specific information about existing trees to be submitted with applications for building permits. Specific criteria related to removal of Regulated trees are also provided in the Municipal Code. The Director of Planning and Community Development or designee can authorize removal of Regulated trees with the application of approved mitigation. The applicant will be required to prepare a Tree Protection and Preservation Plan, demonstrating compliance with the Palo Alto tree protection ordinances.

Comment 88 – Define Project Construction

The commenter requested that the term “project construction” be defined in **Section 4.3** of the Draft EIR. [Guerra (49r)]

Response 88

The construction activities proposed on the Project site are discussed in detail in **Section 3.0 Project Description**. The term “project construction” as used in **Section 4.3 Biological Resources** is consistent with the discussion in **Chapter 3.0** of the Draft EIR.

Comment 89—Define Reasonable Effort

The commenter requested clarification of the term “reasonable effort” as used in **Mitigation Measure 4.3-3a**. [Guerra (49s)]

Response 89

Mitigation Measure 4.3-3a (pages 4.3-21 to 4.3-23) requires the preparation of a Tree Protection and Preservation Plan. This mitigation measure requires that “...the Plan shall demonstrate that all reasonable efforts have been made to preserve existing City of Mountain View Heritage trees, as well as demonstrating compliance with the requirements of the City of Palo Alto tree protection ordinances.” This mitigation measure also requires that the “Tree Plan shall be subject to approval by the City of Mountain View and the City of Palo Alto prior to issuance of planning permit approval by the respective city.” As the Plan is subject to City approval, it is the City’s responsibility to determine if “all reasonable efforts” have been made to preserve Heritage and Regulated trees. It is expected that the City will evaluate if the Project has been designed to maximize the preservation of protected trees, while considering the objectives and construction requirements of the Project.

Comment 90—Tree Relocation and Replacement

The commenter requested clarification regarding if tree relocation is considered “preservation” or “removal.” Additionally, the commenter requested that the cities of Mountain View and Palo Alto coordinate the selection of tree replacement locations. [Guerra (49t, 49u)]

Response 90

Tree preservation refers to trees that will be maintained in their current location, while tree relocation is a possible means to mitigate for tree removal. As discussed in **Mitigation Measures 4.3-3a through 4.3-3d** (pages 4.3-20 to 4.3-27), if a tree is successfully relocated, then no additional mitigation is required. In the event that a relocated tree does not survive (or is of compromised health) after a period of one year, then the tree must be replaced (as described in **Mitigation Measure 4.3-3c**).

Mitigation Measure 4.3-3a requires the applicant to prepare a single Tree Protection and Replacement Plan, addressing all protected trees (i.e., Heritage and Regulated) on the Project site (including both the Mountain View and Palo Alto portions of the Project site). The preparation of a single plan will ensure coordination between the cities for selection of tree replacement locations.

Comment 91 – Tree Protection Zone of Heritage and Regulated Trees

The commenter requested that **Mitigation Measure 4.3-4b** be clarified to indicate that the measure applies only to the Tree Protection Zone (TPZ) of Heritage and Regulated trees. [Guerra (49v)]

Response 91

Mitigation Measure 4.3-4a on page 4.3-27 describes the Tree Protection Zone (TPZ) as applying to Heritage and Regulated Trees. **Mitigation Measure 4.3-4b** has been revised more clearly establish the connection of the TPZ to Heritage and Regulated trees as follows: “All construction operations must comply with adherence to the TPZ critical to each Heritage and Regulated tree’s survival. See **Chapter 5.0**.

Comment 92 – Required Tree Damage Reporting

The commenter requested that **Mitigation Measure 4.3-4e** be revised to require a 24-hour notification period for any damage to a Heritage or Regulated tree. [Guerra (49w)]

Response 92 **Mitigation Measure 4.3-4e** requires that “any damage to a Heritage or Regulated tree be reported to the Project arborist and to the job superintendent within 6 hours of the damaging event.” Prolonging this notification period (as requested by the commenter) would serve to delay the response time and could further compromise the health of the damaged tree.

Comment 93 – Conditional Presence of Arborist

The commenter requested that **Mitigation Measure 4.3-4f** be revised to make the presence of the Project arborist conditional (i.e., “if necessary”) for work being conducted within the TPZ of a Heritage or Regulated tree. [Guerra (49x)]

Response 93

Mitigation Measure 4.3-4f requires that “the demolition of any building, hardscape, utility or activity inside the TPZ shall be done with the supervision of and in the presence of the Project arborist.” The intent of requiring the presence and supervision of the Project arborist is to ensure that all measures are implemented to not damage the tree. Accordingly, making the presence of the Project arborist conditional for work being conducted within the TPZ of a Heritage or Regulated tree would increase the potential for tree damage to occur.

Comment 94 – Clarification of Trees Subject to Mitigation

The commenter requested that **Mitigation Measures 4.3-4h** through **4.3-4m** be revised to clarify that the measures apply only to Heritage and Regulated trees. [Guerra (49y, 49z-1, 49z-2)]

Response 94

Impact 4.3-4 addresses the potential for construction-related disturbances to occur to Heritage and Regulated trees to be preserved on the Project site. **Mitigation Measures 4.3-4h** through **4.3-4m** have been revised to clarify that they apply only to Heritage and Regulated trees to be preserved on the Project site. (See **Chapter 5.0**)

4.4 CULTURAL RESOURCES

IMPACTS AND MITIGATION

Comment 95 – Cultural Resources Mitigations

A commenter did not feel that the mitigations provided for **Impact 4.4-1** were sufficient to address possible pre-historical artifacts on the site. The commenter pointed out that proposed excavations for parking garages would be of a greater

depth than excavations performed as part of the Cultural Resources investigation. The commenter also requests clarification of the term “native soil” used in **Mitigation Measure 4.4-1b**. [Rose (43c)] A second commenter requests clarification of the “standard archaeological monitoring agreement” provided in **Mitigation Measure 4.4-1c**. [Guerra (49z3)]

Response 95

The mitigation measures provided in **Section 4.4** of the Draft EIR are a summary of state legal requirements relating to the protection of surface and subsurface historical and pre-historical cultural resources. The mitigations are consistent with guidelines provided by Section 15064.5 of the *CEQA Guidelines*, Section 5097.98 of the California Public Resources Code, and subdivision (c) of Section 7050.5 of the Health and Safety Code.

Mitigation Measures 4.4-1a and **4.4-1b** provide for archaeological monitoring during earthmoving and soil-disturbing activities, including excavation for the garages. The term native soil refers to any soil that is historically from the Project area. **Mitigation Measure 4.4-1b** therefore provides for an on-site archaeological monitor and a Native American observer during the initial exposure of any soils that were not imported for use in landscaping beds, or as subsurface roadway bases or structural foundations on the site.

The archaeological monitoring agreement would be an agreement between the developer of the site and the cities of Mountain View and Palo Alto that would clearly define the procedures, timelines and contact names for notification prior to earth moving or excavation and for stopping work and conducting additional archaeological reconnaissance in the event of a discovery of prehistoric artifacts. The text has been revised for clarity and the revised paragraph can be found in **Chapter 5.0** of this document.

4.5 GEOLOGY AND SOILS

IMPACTS AND MITIGATION

Comment 96—Mitigations to Prevent Damage from Seismic Events

A commenter asked why there is no mention of reducing building heights as a possible mitigation for reducing the potential for seismic-event related damage to structures or human injury. [Kotinsky (11s)]

A clarification was requested on the possible need to use driven piles in building foundations, as is referenced in **Mitigation Measure 4.5-2**, as opposed to drilled piers. [Ericksen (48h); Guerra (49z8)]. A commenter asked requested that additional soil analyses be done. [Kipp (EPC2-13)]

Response 96

The Project under consideration is a conceptual plan and does not include detailed information on proposed building or foundation designs. **Mitigation Measures 4.5-2, 4.5-3 and 4.5-4** require the applicants to conduct additional geotechnical investigations and engineering analyses. These investigations will provide mitigations for foundation and building design based on more in-depth information on the soils found on the site and the preliminary building designs, once these are available. At that time, an assessment will be made to determine if the soils can support the proposed building heights or if design changes can be incorporated. Lower building heights may not be needed for seismic reasons.

These geotechnical investigations and analyses will also provide more information on the need to use piles and piers in foundation supports. As is referenced in **Mitigation Measure 4.5-4**, a preliminary geotechnical investigation for the site indicated that drilled piers could be effective mitigation for expansive soils. The discussion in the Noise section has been revised to be consistent with the geology discussion. The revised text is provided in **Chapter 5.0** of this document.

4.6 HAZARDS AND HAZARDOUS MATERIALS

IMPACTS AND MITIGATION

Comment 97 – Recommendation for Soil Sampling

The Department of Toxic Substances Control made a recommendation that soil sampling be conducted in the vicinity of the underground storage tank (UST) on the site to determine if there have been any releases of hazardous substances. The commenter also recommended that additional soil testing be performed to ensure that there were no residual contaminated soils on the site from the 1992 soil removal referenced on page 4.6-2 of the Draft EIR. [Tsuiji (6a, 6b)]

Response 97

As noted on pages 4.6-5 and 4.6-6 of the Draft EIR, a soils analysis would be performed by the applicant in compliance with Policies 23 and 37 of the Mountain View General Plan. As part of this analysis, soil testing would be performed in areas around the UST and in other areas of the site to determine whether hazardous substances are present in concentrations above that allowed by law. If any such soils were found, they would be removed in accordance with state and federal regulations that relate to the treatment and transport of hazardous substances. **Mitigation Measure 4.6-1** requires the removal of the UST and **Mitigation Measure 4.6-2** requires preparation of a soil management plan to protect construction workers from potential exposure to contaminated soil. (See pages 4.6-8 and 4.6-9 of the Draft EIR)

Comment 98 – Pedestrian Hazards

A commenter requested changes to the “issues not discussed further” to add that a discussion that pedestrian hazards were not evaluated in this Draft EIR because of the Project’s inclusion of sidewalks and pedestrian facilities. [Guerra (49z4)]

Response 98

Pedestrian access, circulation routes and facilities are addressed in **Section 4.12, Transportation**, of the Draft EIR, and **Mitigation Measures 4.12-5 and 4.12-6** specifically relate to pedestrian circulation and safety. This correlates to the

identification of environmental issues contained in Appendix G of the *CEQA Guidelines*, which introduces potential hazards to pedestrians as part of Transportation/Traffic. While the evaluation of hazards and hazardous materials in **Section 4.6** of the Draft EIR specifically considers the potential for hazards to the public from the presence of hazardous materials, pedestrian hazards are discussed in the transportation section of the Draft EIR. This is in accordance with the *CEQA Guidelines* and the adopted significance thresholds of the cities of Mountain View and Palo Alto.

Comment 99—Revision to Mitigation Measure 4.6-2

A commenter requested that **Mitigation Measure 4.6-2** in the Draft EIR be revised to indicate that the soil management plan *may* rather than *shall* include the four bulleted measures. Additionally, the commenter requested clarification on the scope of the soil management plan. [Guerra (49z5)]

Response 99

Mitigation Measure 4.6-2 on page 4.6-9 of the Draft EIR has been revised to replace *shall* with *may* as requested by the commenter. This clarifies that the soil management plan “shall” be required, but “may” include several components depending on what is discovered during subsequent site analysis. The revised text is provided in **Chapter 5.0** of this document.

The four bulleted items in **Mitigation Measure 4.6-2** require specific mitigation in the event of an unexpected discovery of materials that are or could contain hazardous substances. Consistent with regulations pertaining to hazardous materials, these mitigations are conditional on the discovery of possible hazardous materials. As discoveries of potentially hazardous materials could occur anywhere where excavation is performed, the soil management plan would pertain to the entire site.

Comment 100 – Mitigation 4.6-3

A commenter questioned the need for the soil-gas survey required by **Mitigation Measure 4.6-3** in the Draft EIR. [Guerra (49z5)]

Response 100

The proposed change in land use, from commercial to residential uses, would result in the presence of more people on the site for more hours of the day, including people who may be more susceptible to hazardous materials, such as children. Additionally, because the Project calls for excavations of up to 20 feet in depth, there is an increased potential for soil gas vapors to migrate and accumulate in below ground building areas. A soil gas survey is required to ensure that there is not additional risk to future occupants.

4.8 LAND USE AND PLANNING**EXISTING CONDITIONS*****Comment 101 – Reoccupancy of Existing Buildings***

A commenter requested that text be added to the discussion of existing conditions to note that the buildings, while currently vacant, could be reoccupied as a commercial facility at any time under the existing Mayfield Mall View Precise Plan. [Guerra (49z7)]

Response 101

The comment is noted. The text of **Section 4.8.2.2** of the Draft EIR has been revised and is included in **Chapter 5.0** of this document.

REGULATORY CONSIDERATIONS***Comment 102 – Palo Alto Detail***

Commenters requested more detail on Palo Alto zoning regulations (what is permitted under LM zoning) and whether the proposed Project complies with the zoning, and questioned the need to comment on public parks in this section. [Marquart-Cottrell (28c); Rosewalk (36c); Vanacek (50d); Mangan (51d);

Claussen (52d); Lieberman (53d); Robare (54d); Billat (55d); Richter (56d); Jang (57a); Florian (58d); Shih (59d); Khetrupal (60d); Horstman/Shrimali (61d); Schipper (62e); Goyal (63d)]

Response 102

Project compliance with zoning requirements (i.e., minimum open space, maximum lot coverage) will be addressed during formal review by the Palo Alto Architectural Review Board (ARB). The formal ARB review includes Project zoning compliance and Project design (e.g., scale and neighborhood context). The Project is at a conceptual stage and design details will need to be developed prior to ARB review. The statement on public parks is informational and is not intended as a type of mitigation. It is also consistent with Palo Alto Comprehensive Plan Policy L-15.

Comment 103—Single-Story Overlay

Commenters noted an error in the zoning figure regarding the single-story overlay zoning on or near the Project site and commented on the height restrictions. **[Lou and Lee (46d, EPC2-14); Ericksen (48z11, 48z12); Kelly (40c, EPC2-10)]**

Response 103

Commenters noted that, **Figure 4.8-3a, Existing Zoning—Mountain View**, should be corrected to indicate that the parcels on the north side of Whitney Drive that are zoned R2 also have a single-story overlay zone. The figure has been revised and is provided in **Chapter 5.0** of this document. The properties fronting on Diablo Drive are zoned R1 which allows two stories. It would be inequitable to place a single-story overlay on the Project site if there is no single-story overlay on the properties fronting on Diablo Drive. The proposed Project would also have a maximum height limit of two stories and is not “exempt” from height requirements.

Comment 104—Height Limits

One person asked why Mountain View allows four and five story buildings if Palo Alto allows three stories. [Ericksen (48z13)]

Response 104

Each city has its own zoning standards. Comment on appropriate height limits is noted for consideration in review of the Project.

Comment 105—Whitney Apartments

Commenter noted his concern that a three-story apartment could be built on Whitney Drive. [Kaiser (EPC1-10)]

Response 105

The south side of Whitney Drive adjacent to the Project is in the R3 zone, which allows three-story buildings whether or not there are three-story buildings on the adjacent land. However, one of the two Whitney Drive apartment complexes is permanently limited to one story by a single-story overlay.

CONSISTENCY WITH APPLICABLE REGULATIONS***Comment 106—Palo Alto Zoning Consistency***

A commenter requested the addition of text to clarify the Project's permitted use under Palo Alto's LM zoning. [Guerra (49z6)]

Response 106

The comment is noted. The text of **Section 4.8.4.3** of the Draft EIR (page 4.8-24) has been revised to indicate that the Project would not be affected by proposed changes to Palo Alto's LM district. The revised text can be found in **Chapter 5.0** of this document.

Comment 107 – Relative Densities

Two commenters questioned the description of relative densities of the proposed Project site and the adjacent Monta Loma neighborhood, submitting that densities were more than “somewhat” higher. [Kelly (40j); McBain (42b, EPC2-8)]

Response 107

The sentence starting at the bottom of page 4.8-19 will be changed as follows: “Therefore, while the Project would have a ~~somewhat~~ higher density than the Monta Loma neighborhood, the resulting residential land use designation would be more compatible with surrounding uses in adjacent neighborhood areas than industrial designations.” The revised text is provided in **Chapter 5.0** of this document.

Comment 108 – Community Development Goal B and Action 3.d

Commenter questioned the consistency of the Project with Community Development Goal B and Action 3.d. and stated that there are no five-story R3 residential buildings in the City. [Rose (43m)]

Response 108

Goal B says “Strengthen and preserve the City’s identity” and Action 3.d calls for “gateway improvements.” The proposed Project would include special architecture and landscaping to create a positive image of the City at this gateway. Therefore, it is consistent with the Goal and Action. The density would have a modest impact on the City’s overall density and there are residential buildings taller than three stories in various Precise Plans. The R3 zone generally limits building heights to three stories, and Precise Plans are used to allow taller buildings with special standards as is being proposed for the Mayfield site.

Comment 109—Community Development Goal C and Policy 7

Commenters questioned the Project's consistency with Community Development Goal C and Policy 7 and submitted that the density would be 4 to 6 times greater than the adjacent single-family residential neighborhood. [Rose (43n, 20b); McBain (42b); Kelly (40c)]

Response 109

Goal C says "Maintain and enhance the special diversity of the City's businesses and neighborhoods" and Policy 7 encourages compatible land uses. Land uses that are in the same broad category are considered to be more compatible with one another than land uses in different categories. Therefore, by comparison with the existing industrial/office land use, the proposed residential uses are considered more compatible with the adjacent residential land uses, and the Project was found to be consistent with Policy 7.

As noted by the commenters, the density of the proposed Project is more than four times as high as the adjacent single-family neighborhood as evaluated on page 4.8-25 of the Draft EIR. According to the General Plan, the Monta Loma neighborhood is in the Low Density Residential land use category (which is 1 to 6 units per acre) while the Mountain View portion of the proposed Project would be 26.5 units per acre. The lowest density development (about 10 units per acre) is proposed to be adjacent to the existing Monta Loma neighborhood.

Comment 110—Community Development Goal M and Policy 37

Commenters questioned the Project's consistency with Community Development Goal M and Policy 37 and asked about the fiscal impacts of the Project. [Rose (43o); McBain (42n, 42p)]

Response 110

Goal M says "Maintain strong and stable sources of City revenues while promoting an appropriate balance of land uses in the City" and Policy 37 encourages land uses that generate revenue while maintaining a balance with other community needs such as housing and open space. If redeveloped as proposed, the site will generate significantly more tax revenue than it does now.

The new City revenues will be attained while the City also addresses needs for housing and parks. Therefore, the Project is consistent with the goal and policy.

On February 8, 2005, the City Council specifically decided to not require a fiscal impact analysis (costs and revenues) for the Project and none is required by CEQA. The following information is based on what is typically included with gatekeeper requests in compliance with City ordinance: The City currently receives about \$98,000 per year in property tax revenues from the Hewlett-Packard site. The property will be re-assessed when individual houses are sold. Property taxes will likely increase significantly at that time. If the average home price for 530 housing units were \$750,000 to \$1,000,000, the City would receive between \$600,000 to 800,000 per year.

Comment 111—Community Development Goal P, Policy 42 & Policy 43

Commenters questioned the Project’s consistency with Community Development Goal P, Policy 42 and Policy 43. [Rose (43p); McBain (42p)]

Response 111

Goal P says “Promote the opportunity to both work and live in Mountain View,” Policy 42 encourages a better jobs-housing balance and Policy 43 encourages rezoning of new housing sites. The General Plan text leading to this goal and policies states that there is less housing than is needed for the number of employees in Mountain View and that jobs and housing need to be brought into closer balance. (See also **Response 160**) The proposed Project would build more housing which is consistent with this goal and policies and with Housing Element policies.

Comment 112—Community Development Goal Q and Action 44.a

Commenters questioned the Project’s consistency with Community Development Goal Q and Action 44.a. [Rose (43q); McBain (42p)]

Response 112

Community Development Goal Q says, “Coordinate the location, intensity and mix of land uses with transportation resources” and Action 44.a encourages

higher density and mixed use near transit. See Transportation **Responses 211, 194, 210** for discussions of transportation-oriented development, mixed use, time and safety for crossing Central Expressway and Caltrain service frequency.

Comment 113—Loss of Industrial Land

One commenter questioned the environmental impacts of losing industrial land to residential uses. **[Kostinsky (11x)]**

Response 113

On March 22, 2005, the Mountain View City Council adopted a policy that precludes the possibility of all industrial lands being converted to residential. The policy acknowledges that sites listed in the Housing Element may convert to residential. It states that several industrial areas should not be considered for housing at all, and other applications should be considered on a case-by-case basis using several criteria. The application for the Mayfield Project was received prior to adoption of the policy and was not subject to the case-by-case review. However, it` `does meet the criteria that would allow the application to be considered, including:

- Minimum size of two acres;
- Contiguous with existing residential zones (shares one or more property line with residentially zoned property);
- Allow operations of existing adjacent businesses (if any) to continue; and
- Does not create islands of residential or industrial properties.

Comment 114—Goal S and Policy 47

Commenter stated that Community Development Goal S and Policy 47 were improperly omitted from this section. **[McBain (42p, EPC2-8)]**

Response 114

Goal S says “Maintain the predominant low building height in Mountain View, while allowing a limited number of well-designed tall buildings in selected areas of the city,” and Policy 47 says to maintain the predominantly suburban

character of the city. (Policy 48 and 48.a concern the design review process and are discussed in the Aesthetics **Response 44**)

Goal S, Policy 47 and the related text (pages 40-42 of the General Plan) support lower heights, but also state that taller buildings can be allowed in selected areas. **Figure 13** on page 41 of the General Plan shows where buildings taller than three stories were allowed in 1991, but the text also allows for consideration of other areas including “entrances to Mountain View,” in “special districts,” “close to transit” and “away from single-family neighborhoods.” The Project site meets these location standards, including placing four and five-story buildings (within the Project site) further away from, and lower density closer to, the single-family Monta Loma neighborhood. Since the goal and policy reference both limitations and opportunities for taller buildings, the Project may be viewed as neutral in relation to this goal and policy.

Comment 115—Community Development Policy 6, Policy 48, Action 48.a

Commenter stated that Community Development Policies 6, 48 and 4.a were improperly omitted from this section. [McBain (42p); Kelly (40c, 40v)]

Response 115

Policy 6, which seeks to strengthen and protect the identity and quality of neighborhoods, is identified in **Section 4.1**, page 4.1-11 of the Draft EIR and discussed also in **Response 40**. Policy 48 and Action 48.a concerning design review are addressed in **Response 44**.

Comment 116—Community Development Goal E, Goal F, Policy 12, Policy 13

Commenter stated that Community Development Goals E and F and Policies 12 and 13 were omitted from this section. [McBain (42p, EPC2-8)]

Response 116

Community Development Goal E and Policies 12 and 13 relate to landscaping and public roads. Goal F relates to public and private artwork. These are more

appropriately addressed in the “Aesthetics” chapter. Also see “Aesthetics” **Response 45**.

Comment 117—Community Development Goal P and Policy 44

Commenter questioned how the Project could be consistent with both Community Development Goal P and Policy 44. **[Kostinsky (11y)]**

Response 117

Goal P says “Promote the opportunity to both work and live in Mountain View” and Policy 44 says to make land use decisions that support alternative transportation modes. These two objectives are not mutually exclusive. Future residents who hold jobs in Mountain View can use various alternative transportation modes—bicycling, walking and bus, in addition to Caltrain (for Downtown Mountain View).

Comment 118—Palo Alto Parks

One person asked about parks for Palo Alto residents. **[Ericksen (48z14)]**

Response 118

The issue of public parks, including use by Palo Alto residents, is addressed in the Public Services discussion, **Response 165**.

4.9 NOISE

INTRODUCTION

Comment 119—Units of Measurement

Commenter submitted that Guidelines from the State Office of Noise Control are required by *California Government Code* 65302 to be recognized by the Noise Element and, therefore, should be consulted. The guidelines are expressed in terms of Ldn, not Leq. Ldn was not employed in the Draft EIR, a serious technical error. Not using Ldn also violates the Mountain View Noise Element Action Item 41.b, which is expressed in Ldn. **[Whittum (24c, 24o)]**

Response 119

Section 65302(f) of the *California Government Code* states, “The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services.” Therefore, the commentator’s comment is with reference to the Noise Elements of the Cities of Mountain View and Palo Alto, which do recognize the Guidelines. Both Noise Elements were consulted in the preparation of **Section 4.9, Noise**.

The state guidelines are expressed in either Ldn or CNEL. The EIR analysis evaluates Project impacts in dB(A) CNEL, which is consistent with the state guidelines.

Action Item 41.b referenced by the commenter, indicates that CEQA and the development review process should be used to restrict new development from exceeding its noise threshold. The Draft EIR evaluates the potential of the Project (a new development) to exceed the established noise thresholds for residential and open space uses. The Mountain View noise thresholds are stated in either Ldn or CNEL as shown in **Table 4.9-4** of the Draft EIR. The use of CNEL is consistent with the Mountain View Noise Element.

Comment 120—Units of Measurement

The commenter stated that the State Office of Noise Control guidelines are expressed in Ldn, and submitted that since the Project would be adjacent to a major arterial, a train station, and an active military base, Ldn is the appropriate measurement to use. **[Whittum (24f, 24o)]**

Response 120

The Project site is adjacent to a major arterial and a train station, but it is not adjacent to an active military base. The state guidelines specify that either Ldn or CNEL may be used in the land use/noise compatibility analysis. CNEL, which is more restrictive than Ldn, was used in the impact analysis, making the analysis consistent with the guidelines.

EXISTING CONDITIONS

Comment 121 – Sensitive Receptors

A commenter stated that residents closest to the intersection of Mayfield Avenue and Whitney Drive should be explicitly included as sensitive receptors. The commenter also asked what would be the applicant's responsibility should prolonged noise be unbearable to frail individuals. **[Kostinsky (11t)]** Another commenter submitted that the residents of Showers were not identified as sensitive receptors in the Draft EIR. **[Whittum (24o)]**

Response 121

Page 4.9-27 of the Draft EIR identifies the surrounding residential single-family and multi-family dwellings as sensitive noise receptors. Noise measurements were taken at these sensitive receptors, including measurements 7, 8 and 9, which were taken at ground level near Mayfield Avenue, Whitney Drive and Nita Avenue, respectively. The Draft EIR also identifies as sensitive receptors land uses on the far side of San Antonio Avenue and Central Expressway (see page 4.9-26), which includes the residents of Showers.

The applicant's responsibility is to ensure that the noise thresholds of significance are not exceeded during Project development and after Project buildout. This includes ensuring that the mitigation measures for construction and operational noise identified in the EIR for the Project impacts and other noise control requirements of the cities of Mountain View and Palo Alto are implemented. No additional mitigations are required under CEQA. If, however, even after mitigation and field verification that Project construction noise levels are less than significant, should a nearby resident express reasonable distress at the noise levels, the Project applicant and/or the City of Mountain View may, at their own discretion, implement additional mitigation.

Comment 122 – Construction Hours

Restrictions on days and hours for construction activities in the City of Mountain View should be at least as strict as those of the City of Palo Alto. **[Kostinsky (11u)]**

Response 122

Each city has its own ordinance and allows construction activities on different hours and days. Palo Alto requires a later start time than Mountain View (8 AM instead of 7 AM), but Palo Alto allows construction on Saturdays and Mountain View does not, except with written approval of the Building Official. Mountain View typically does not give written approval when residential neighborhoods will be impacted.

Comment 123 – Noise Measurement Analysis

A commenter submitted that measurements and analysis should follow ANSI S1.13-1995 and any calculations or extrapolations concerning train noise should employ the weekday train schedule together with foreseeable increases in train frequency or equipment noise. The commenter recommended summarizing results for existing residences in a table showing maximum and day-night levels at the representative locations to enable noise abatement of homes near trains. **[Whittum (24b, 24o)]**

Response 123

American National Standards Institute (ANSI) S1.13-1995 (R1999) is the protocol for the measurement of sound pressure levels in air. The noise impact analysis for the proposed Project uses the Federal Highway Administration's (FHWA) *Highway Noise Prediction Model* for predicting future traffic noise levels on the Project site. It is not within the purview of this EIR to address Caltrain noise impacts at off-site residences. Existing and projected Caltrain noise impacts on existing residences in Mountain View and Palo Alto are addressed in the April 2004, Caltrain report entitled, *Caltrain Electrification Program (San Francisco to Gilroy) Environmental Assessment/Draft Environmental Impact Report*. This report is available for review at <http://caltrain.org/electrification.html>.

Comment 124—Train Station

A commenter noted that the Project site abuts a major arterial, a train station, facing existing, severely impacted residential units. **[Whittum (24e)]**

Response 124

Comment noted. The Project site abuts Central Expressway, but is separated from the train station by Central Expressway. As this comment does not address the content or adequacy of the EIR, no further response is necessary.

Comment 125—Peak Levels

The commenter stated that Moffett Field contributes peak levels in excess of 90 dB(A) in Sunnyvale due to attack aircraft, helicopters, and heavy lift military aircraft. **[Whittum (24g)]**

Response 125

Moffett Field, located approximately two and a half miles to the northeast of the Project site, is no longer an active military installation. It has had very light air traffic, especially since 2000. As this comment does not address the content or adequacy of the EIR, no further response is required.

Comment 126—Peak Levels

The commenter stated that peak levels from SFO (San Francisco International Airport) noise may exceed 85 dB(A), depending upon conditions. **[Whittum (24h)]**

Response 126

SFO is located approximately 30 miles from the Project site and noise generated at the airport has no effect on the proposed Project. As this comment does not address the content or adequacy of the EIR, no further response is required.

Comment 127—Noise Contours

The commenter stated that noise contours for Caltrain, Moffett Field, SFO, and SJC (San Jose International Airport) were not consulted for this Draft EIR and the City's noise element does not provide noise contours for any of these sources. [Whittum (24i)]

Response 127

The Project site is outside of known noise contours for Moffett Field, SFO, and SJC, and no documented noise contours for Caltrain were available for consultation. It is true that noise contours for these noise sources are not in the general plans for either Palo Alto or Mountain View; however, this observation is not pertinent to the adequacy or content of the EIR, and no further response is required.

Comment 128—Caltrain Noise

The commenter submitted that with respect to the on-site noise level while a train was idling, there is wide variability in the noise produced by different Caltrain locomotives and a single measurement is not adequate to accurately address the Ldn for planning purposes. The commenter further stated that the location of this measurement was not described in the Draft EIR, and the noise between 10:00 PM and 7:00 AM receives a 10 decibel penalty in the Ldn measure. [Whittum (24j)]

Response 128

The 64.1 dB(A) Leq noise level referenced in the comment was measured at Location 6 on **Figure 4.9-4, Location of Noise Measurements**, in the Draft EIR. This noise measurement was taken while a train was idling at the Caltrain station; however, it is a measurement of not only the train, but also traffic along Central Expressway, San Antonio Road, the ramp, and other activity occurring in the Project vicinity at the time of the measurement. The measurement reflects a noise condition at a single point in time and it is not indicative of a significant noise impact under the Ldn or CNEL weighting scales.

IMPACTS AND MITIGATION

Comment 129 – Evaluation of Noise Impacts

A commenter stated that evaluation of the impact of the new development on noise conditions at the existing residences is required by CEQA. [Whittum (24a)]

Response 129

Comment noted. The impacts of the Project were considered using the significance criteria established by the *CEQA Guidelines Appendix G* and the cities of Mountain View and Palo Alto guidelines. The cities' Land Use Compatibility Guidelines and noise ordinances provided the acceptable noise parameters for the various types of land uses.

Impacts 4.9-2 and 4.9-4 evaluated the potential increase in noise in the Project area that would be generated by the increased traffic associated with the Project. Because noise levels would increase by 2.0 dBA or less, (a less than audible increase) impacts were found to be less than significant. **Impact 4.9-5** evaluated the increase in stationary source noise associated with the new residential and open space uses. These impacts were also found to be less than significant.

Comment 130 – Low Frequency Noise

A commenter submitted that effects relating to low frequency noise should be considered. A building element with an STC of 40 dB at 500 Hz may not provide 40 dB at 100 Hz. [Whittum (24d)]

Response 130

The evaluation of noise impacts was conducted in accordance with the standards established by the cities' Noise Ordinances and Appendix G of the *CEQA Guidelines*. The significance thresholds established for the purposes of CEQA identified on pages 4.9-22 and 4.9-23 of the Draft EIR establish quantitatively measurable limits for acceptable noise levels. The projected increases in noise levels with the Project [measured in dB(A)] are compared to the cities' noise standards [expressed in dB(A)] to determine whether Project impacts would be significant.

As noted in the Draft EIR, the Project developer is required to meet the interior noise requirement of the California Noise Insulation Standards of 1988 (*California Building Code* Title 24, Section 3501 et seq.), which requires that interior noise levels from the exterior source be reduced to 45 dB(A) CNEL or less in any habitable room of a multi-residential use facility. While low frequency noise can be viewed as an annoyance depending upon the individual, low frequency noise from transportation systems is not well studied in the United States and there is no standard for low frequency noise similar to the 45 dB(A) CNEL standard for interior noise. There is also no standard for exposure to low frequency noise and threshold of significance for low frequency noise under Appendix G of the *CEQA Guidelines*.

Comment 131—Noise Reflection

A commenter stated that the addition of new structures or sound walls along the southern boundary of the Project site could reflect noise from Caltrain operations and increase noise levels at the residences south of the Caltrain station in the vicinity of Showers. He further submitted that enhancement by reflection can reach 6 dB in theory, and in practice 3 to 5 dB depending on the geometry. The commenter stated that reflection was not recognized in the Draft EIR and it would be a significant noise impact: not addressing reflection violates Mountain View Noise Element Action Item 42.f, which seeks to reduce the effects of noise from commuter trains and freight trains that travel through Mountain View. The commenter stated that reverberation should be considered. [Whittum (24k, 24o)]

Response 131

As shown on **Figure 3-3, Proposed Building Heights**, the multi-family residences proposed along Central Expressway would be three stories high. The Draft Precise Plan indicates that the maximum building height would be 70 feet. The distance between the southern faces of the proposed structures and the northern faces of the existing residences south of Showers Drive is over 300 feet.

The only new sound wall would be an approximately 100-foot extension of the existing sound wall along the easternmost portion of the southern boundary of the Project site adjacent to the proposed single-family residences. The multi-family residences along Central Expressway, are at the 65 dB(A) CNEL noise contour (see **Figure 4.9-5, CNEL Noise Contours [Modeled]**) and over 300 feet from the existing residences south of the train station.

As noted in **Response 129**, the calculated increase in noise in the Project area that would be generated by the increased traffic associated with the Project would be 2.0 dBA or less. Because noise attenuates over distance, and the Showers development is farther from the Project generated noise source than the Project site, the increases to noise levels at the Showers development would be less than the increases to noise on the Project site. The increased noise generated by the Project would not be audible at the Showers development.

It is unclear where the commenter obtained the 6, 3, and 5 decibel increases as a result of noise reflection. The potential for vehicular traffic noise along Central Expressway to reflect off the south-facing surfaces of the proposed residences is dependant upon the geometrics of the Project structures, Central Expressway, the Caltrain facilities, and the existing development.

The Federal Highway Administration (FHWA), in its *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, however, notes that “Multiple reflections of noise between two parallel plane surfaces, such as noise barriers or retaining walls on both sides of a highway, can theoretically reduce the effectiveness of individual barriers and contribute to overall noise levels. However, studies of the issue have not indicated problems associated with this type of reflective noise. Any measured increases in noise levels have been less than can be perceived by normal human hearing.”³

Please refer to **Response 130** regarding the significance criteria established for the CEQA analysis. As noted the criteria is based on the cities’ Noise Ordinances and CEQA Guidelines. See **Response 135** for a discussion of reverberation. Copies of the cities’ Noise Ordinances are provided in **Appendix D** of this document.

Comment 132 – Electrification of Caltrain

A commenter submitted that the Draft EIR proposed electrification [of Caltrain] as potential mitigation on page 4.9-14. He further noted that the future impact from railroad noise is unbounded and unregulated, and cannot be counted on to remain at or below its present, already significant level. The commenter stated that when commuter service is successful, it doubles in frequency and noise levels will increase by 3-dB. The area of significant effect will also double. He

³ U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, Washington, D.C.: June 1996, p. 29.

stated that the City has no action plan or goal to mitigate this foreseeable impact.
[Whittum (241)]

Response 132

The Draft EIR does not propose electrification of Caltrain as potential mitigation. The discussion on page 4.9-14 of the Draft EIR summarizes the conclusions of the EA/EIR prepared for the *Caltrain Electrification Program*. The document found that when diesel locomotives were replaced with electric locomotives and all commuter rail cars with bi-level gallery passenger cars, no residences along the Caltrain corridor alignment would be impacted by rail noise. Electrification was estimated to begin as early as 2008.

Railroad noise is not unbounded and unregulated. Caltrain is required to be in compliance with 40 CFR, Part 201 – Noise Emission Standards for Transportation Equipment; Interstate Rail Carriers. Under CFR Section 201.11(a), maximum noise level for a locomotive at idle is 70 dB(A) at 100 feet under specific conditions of weather, ambient sound, microphone location, and reflective surfaces. Caltrain locomotives are certified to have an idle sound level ranging between 59 and 62 dB(A). 40 CFR Section 201.12(b) defines noise standards for locomotives operating under moving conditions to not exceed 90 dB(A). (Source, David A. Olmeda, Director, Maintenance, Caltrain, correspondence to David Whittum dated September 2, 2004). As a result, noise from train idling and operation is regulated.

CEQA does not require evaluation of possible environmental impacts of unknown future projects that are not reasonably foreseeable. No evidence was submitted by the commenter indicating that a project is underway that would increase commuter service. Thus, a possible increase in commuter service and the resulting noise impacts are speculative at this time and CEQA does not require analysis of speculative projects (see *CEQA Guidelines* Section 15145 and **Responses 137** and **138**). The railroad operations are under the purview of Caltrain and the City has no direct means to mitigate impacts of rail noise except through the enforcement of the state mandated Title 24 interior noise standards.

Comment 133 – Thresholds

A commenter submitted that it is erroneous to use 3 dB(A) as a threshold for all noise levels. With the addition of the new structures on the Project site, some units within the vicinity of Showers Drive may experience higher noise levels inconsistent with a sleeping room. The commenter stated that even 1 dB of additional noise may be sufficient to wake residents who now can sleep through the trains. [Whittum (24m, 24o)]

Response 133

It appears that the commenter is suggesting that a noise threshold is relative to the individual and to the circumstances. To most listeners a difference of 1 decibel is "just noticeable," 3 decibels is "clearly noticeable," and 10 decibels is "twice as loud." So, it may be true that some noise-sensitive individuals would perceive a 1 decibel noise increase. However, for the purposes of the CEQA impact analysis and pursuant to the cities of Mountain View and Palo Alto noise regulations, a 3 dB(A) noise increase, which is clearly noticeable, is considered an acceptable noise threshold for the purposes of measuring the significance of the noise impacts.

With respect to noise reflection, see **Response 131**. It is unclear what noise level the commenter refers to with respect to a sleeping room. California Noise Insulation Standards of 1988 (*California Building Code* Title 24, Section 3501 et seq.) require that interior noise levels from the exterior source be reduced to 45 decibels (dB) or less in any habitable room of a multi-residential use facility.

Comment 134 – Low Frequency Noise

A commenter stated that the low frequency noise generated by Caltrain engines while idling is disturbing indoors and interferes with sleep. [Whittum (24n)]

Response 134

The clearly perceptible effect of low frequency noise is vibration, similar to the vibration one feels when the bass level on a stereo system is turned up. It is true that some individuals are sensitive to low levels of vibration; however, as indicated in the Draft EIR, the Project would only result in a significant vibration impact under Appendix G of the *CEQA Guidelines* if it would expose persons to

or generate excessive ground-borne vibration levels. Therefore, if the Project would cause or likely cause building damage a significant impact would occur.

According to the April 2004 *Environmental Assessment/Draft Environmental Impact Report [for the] Caltrain Electrification Program* (pp. 3-100 to 3-104), representative vibration measurements of train pass-bys were taken at 12 sensitive receptors, which are nearest to the rail alignment. Distances between the track centerline and the residence ranged from 33 to 136 feet, which is less than the 200 feet between the proposed Project boundary and the rail line. The report concluded that Federal Transit Administration (FTA) building damage criteria is not exceeded at any measured location along the train corridor. The FTA human annoyance criteria, would be met or exceeded at all of the measured residences and at a total of 2,550 residences along the entire rail corridor, especially at crossovers, turnouts, or other special track work that cause an irregular rail surface, jointed track or switches. Therefore, while there is potential for the FTA human annoyance criteria to be met or exceeded at the proposed development, excessive ground-borne vibration that would cause building damage would not occur and the vibration impact would be less than significant under Appendix G of the *CEQA Guidelines*.

Comment 135 – Reflection and Reverberation

The commenter submitted that the Draft EIR failed to assess the impact of reflection and reverberation specifically on homes on Showers Drive. The commenter further indicated that noise levels at homes on Showers Drive are already likely unacceptable for residential use. The addition of even a 1dB enhancement due to reflection would be significant to sleep disruption. The commenter submitted that the Draft EIR failed to assess the effect of reverberation and failed to provide adequate dimensions and plans to permit the assessment of reverberation impacts. The commenter submitted that the report failed to apply a 10 dB penalty for noise occurring between 10 PM and 7 AM and failed to make measurements during this period of the day, concluding that the assessment of the impact of additional traffic noise on homes in the vicinity is inadequate. [Whittum (24p)]

Response 135

Please refer to **Response 131** for a discussion on noise reflection. Reverberation is the collection of reflected sounds from the surfaces in an enclosure like an auditorium. The Project site is separated from the rail lines by at least 200 feet

with open sky above. There is no potential for reverberation between land uses in the Project vicinity. Post-development on-site noise impacts were calculated using CNEL and, therefore, included the 10 dB noise penalty mentioned, as well as the 5 dB noise penalty for 7 PM to 10 PM. Twenty-four hour noise measurements were taken at location 10 within the Project site (see **Figure 4.9-4, Location of Noise Measurements**). The existing noise level at location 10 is 53.1 dB(A) CNEL. It is expected that other residences in the area with comparable setbacks would experience similar noise levels. Year 2010 noise levels along San Antonio Road and Central Expressway in the Project vicinity were calculated using the Federal Highway Administration's *Highway Noise Prediction Model*. Results of the noise modeling, (See revised page 4.9-31, **Table 4.9-8 in Chapter 5.0** of this document) show that noise levels along San Antonio Road and Central Expressway would increase by just over one decibel above existing (2005) conditions. Project traffic contribution to this noise increase would be much less. As a result, Project and cumulative traffic noise impacts on homes in the vicinity, including those along Showers, would be less than the 3 to 5 dB(A) threshold and less than significant.

Comment 136—Additional Mitigations

A commenter submitted that the Draft EIR report failed to assess the use of berms and vegetation to muffle noise in the new development, to consider adopting a structure enclosing the engine idling position, to consider narrowing Central Expressway and addition of berms to reduce intrusion of traffic noise. The commenter stated that the developer does not appear to have considered locating sleeping areas away from the engine idling location. He further noted that the City of Mountain View has not proposed purchase of affected residences on Showers Drive and converting them to transient use. **[Whittum (24q)]**

Response 136

Traffic and train idling noise on the Project site would be a less than significant impact; therefore, the use of berms or walls or structural enclosures to reduce noise levels on the site is not required. Although large, thick stands of very dense vegetation can have noise attenuating properties, it is not an effective mitigation measure for the Project area. Narrowing Central Expressway in the vicinity of the Project is proposed as mitigation for pedestrian impacts. It is also outside the purview of this EIR to mitigate non-Project related impacts on off-site uses, such as the residences along Showers Drive. However, these residences

were required to comply with Title 24 noise insulation requirements when they were built in the mid- to late 1990s.

Comment 137—High Speed Caltrain

A commenter stated that interaction of this structure with the California High Speed train has not been assessed in the Draft EIR. He further submitted that there are significant environmental impact issues relating to high-speed rail as it interacts with the surrounding structures, which have been completely omitted from the Draft EIR. [Whittum (24r)]

Response 137

It is currently unknown if the High Speed Train (HST) would actually be constructed or if it would use the rail alignment south of the Project site. At this time, its construction is speculative and requires no further analysis in this EIR under Section 15145 of the *CEQA Guidelines*. If the HST is, however, constructed, it is expected that the HST project would mitigate all noise impact to within the Federal Railroad Administrations standards, which are discussed under **Response 131**.

The California High-Speed Rail Authority (Authority) in cooperation with the Federal Railroad Administration (FRA) released a Final Program EIR/EIS in August 2005 for the high-speed train (HST) system. This document may be viewed at:

- http://www.cahighspeedrail.ca.gov/eir_final/FEIR/Vol1.asp.

At this time, the Authority and FRA are starting the preparation of a separate next-tier Program EIR/EIS to address the choice of a corridor/general alignment and station locations in the San Francisco Bay Area to the Central Valley segment of the high-speed train system. The corridor has not yet been selected; however, and specific plans have not yet been proposed. Absent this information, no potential specific impacts can be determined for the Project area. It is outside the purview of the Draft EIR to evaluate the potential impact of a HST through the Project area.

Comment 138—Impacts from Union Pacific Lines

The commenter submitted that Caltrain is privately promoting two additional Union Pacific lines. He further stated that with a high-speed rail track and two Union Pacific tracks, the total number of tracks would come to five. The Draft EIR does not consider these foreseeable impacts. [Whittum (24s)]

Response 138

It is outside the purview of this EIR to evaluate the environmental impacts of possible future projects that are not reasonably foreseeable. The possible development of the two additional Union Pacific lines is speculative at this time and CEQA does not require analysis of speculative projects as per *CEQA Guidelines* Section 15145.

For example, in *Laurel Heights Improvement Association v. Regents of the University of California* (1988) 47 Cal. 3d 376, the court noted that where future development is unspecified and uncertain, no purpose can be served by requiring an EIR to engage in sheer speculation as to future environmental consequences. As a result, no further response is required.

Comment 139—Train Station and Airfield Measurements

A commenter stated that actual quantitative knowledge of the impacts of the train station and airfield is not in evidence. No number characterizing these figures relative to a specified position was provided. [Whittum (24t)]

Response 139

Twenty-four hour noise measurements at Location 10 within the Project site were taken (see **Figure 4.9-4, Location of Noise Measurements**). The measurements included roadway traffic, train traffic, any audible overhead flights, and other activities that occurred in the vicinity of the monitoring at the time. Leq(avg) was 50.4 dB(A), Leq(max) was 72.9 dB(A), and Leq(min) was 39.8 dB(A). CNEL was 53.1 dB(A). Furthermore, Leq(10) was 52.8 dB(A), while Leq(90) was 42.0 dB(A). This indicates a fairly quiet environment with noise levels well within the land use compatibility guidelines of both the City of Mountain View and the City of Palo Alto.

Comment 140—Train Noise Measurements

The commenter submitted that to say that an area suffers from train use is not informative as to use. Figure 14 of the General Plan was not consulted. He further stated that figures for Ldn are required. [Whittum (24u)]

Response 140

The Draft EIR does not state that the “area suffers from train use.” This is terminology typically used in the United Kingdom in reference to noise impacts and is atypical for noise impact analysis in the United States.

The commenter is referring to the Noise Acceptability Guidelines in the City of Mountain View’s General Plan. Figure 14 of the General Plan was consulted. These are the same guidelines illustrated in **Figure 4.9-4, Land Use Compatibility for Community Noise Environment**, of the Draft EIR.

Noise exposures may either be in Ldn or CNEL. The noise impact analysis for the proposed Project is in CNEL; therefore, it is consistent with Figure 14 of the General Plan.

Comment 141—Sleep Disturbance

The commenter stated that affordable housing near transit facilities cannot come with the surrender of sleep. [Whittum (24v)]

Response 141

Comment noted. As this comment does not address the content or adequacy of the Draft EIR, no response is required.

Comment 142 – Interior Noise Goal

A commenter submitted that the City of Mountain View should seek to comply with the General Plan Guidelines and adopt an interior noise goal. He noted that this information is missing from the Draft EIR. The developer needs to determine existing levels outdoors to figure out goals for attenuation. [Whittum (24w)]

Response 142

As stated in **Section 4.9.3.1** of the Draft EIR, the City of Mountain View, the City of Palo Alto, and the Project must comply with California Noise Insulation Standards of 1988 (*California Building Code* Title 24, Section 3501 et seq.), which requires that interior noise levels from the exterior source be reduced to 45 decibels (dB) or less in any habitable room of a multi-residential use facility. Standard residential construction can attenuate exterior noise by an average of 25 decibels with windows closed (see **Table 4.9-1, Outside to Inside Noise Attenuation**, in the Draft EIR).

Figure 4.9-5, CNEL Noise Contours (Modeled), demonstrates that future multi-family residences within the proposed Project would occur outside of the 69 dB(A) CNEL noise contour. With a 25 decibel structural attenuation, standard building construction would reduce the interior noise environments of all on-site residences to less than 45 dB(A) CNEL. With respect to interior noise levels, the City of Mountain View would be in compliance with its Title 24 and its General Plan.

Comment 143 – Low Frequency Noise

A commenter noted that where bass noise (low frequency noise) is present, Sound Transmission Classification (STC) ratings promulgated by HUD may not be accurate. It is hard to shield against low frequency noise. [Whittum (24x)]

Response 143

Commented noted. See also **Responses 130 and 134**. The issue of low frequency noise from transportation systems is not well studied in the United States and there is no protocol for measuring low frequency noise and no standard for exposure to low frequency noise. There is also no standard for exposure to low frequency noise and threshold of significance for low frequency noise under

Appendix G of the *CEQA Guidelines*. Therefore, it is not possible to specify a significant impact or mitigation pursuant to CEQA.

Comment 144—Central Expressway Mitigations

The commenter submitted that the frontage on Central Expressway is better left for mitigations other than for hard surfaces, such as housing or walls. He further noted that berms and vegetation may aid in mitigating noise, and may well be judged aesthetically pleasing by affected residents. [Whittum (24y)]

Response 144

No significant noise impact to the Project was determined along Central Expressway at 2010 traffic noise conditions; therefore, no mitigation is required. It should be noted that vegetation, unless in large, thick dense stands, does not provide measurable noise mitigation.

Comment 145—Noise Levels at Adele and Thompson Intersection

The commenter has a home at the corner of Adele Avenue and Thompson Avenue and was concerned about noise at his residence. He stated he is unable to build a wall in his front yard because it would diminish the line of sight at that intersection. He questioned why the Project would be allowed to construct a wall along Central Expressway when he can't. [Shih (25)]

Response 145

Mitigation Measure 4.9-5a recommends extending the existing sound wall that is located along Central Expressway in Mountain View into the Project area adjacent to single-family houses only. There is no intersection at this location and, therefore, no line of sight would be impeded, and public safety would not be impacted. As noted under **Response 37**, the sound wall will require review and approval by the City of Mountain View before it is built.

Comment 146—24-hour Noise Measurements

The commenter compared the noise monitoring on the Project site to that which was conducted for the preparation of the Central Park Apartments project EIR. The commenter requested that 24-hour measurements be conducted in measurement locations 3, 4, 6, and 7; that noise sources observed during the measurements be recorded; that the complete results of those measurements be included in the Draft EIR; and that the results be evaluated to see if further mitigation is required. [Suverkropp (31b)]

Response 146

Twenty-four hour noise measurements are typically taken in areas expected to experience a high level of use over an extended period. The locations identified by the commenter represent frontage along Central Expressway and San Antonio that would be used by cars entering and leaving the site, traveling by or by small numbers of residents. (See **Figure 4.9-4, Location of Noise Measurements**) No frequent use areas are proposed at these locations. Traffic noise impacts would occur primarily during the peak traffic periods rather than throughout extended periods. Short-term measurements at these locations were taken during the peak traffic periods when noise levels would be the highest. A 24-hour noise measurement was taken at location 10, which is the approximate location of a frequent use area (i.e., Park B as shown in **Figure 3.2, Conceptual Site Plan**). As discussed in **Response 139**, Leq(avg) was 50.4 dB(A), Leq(max) was 72.9 dB(A), and Leq(min) was 39.8 dB(A). CNEL was 53.1 dB(A). Furthermore, Leq(10) was 52.8 dB(A), while Leq(90) was 42.0 dB(A). This indicates a fairly quiet environment with noise levels well within the land use compatibility guidelines of both the City of Mountain View and the City of Palo Alto.

Comment 147—Construction Hours

The commenter expressed concern over construction being allowed to commence at 7:00 AM and indicates that, “any construction noise before 8:00 AM would remove the quiet enjoyment of the homes in the Monta Loma neighborhood.” **[Kelly (40b)]** Another commenter asked that the Mountain View noise ordinance be included in the EIR. **[Lesti (EPC2-20)]**

Response 147

Section 8.23 of the City of Mountain View’s City Code states, “No construction activity shall commence prior to 7:00 AM nor continue later than 6:00 PM, Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term “construction activity” shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.” See also **Response 122** for a discussion of the Mountain View and Palo Alto construction activity requirements.

The City has determined that the appropriate construction hours are from 7:00 AM to 6:00 PM. The Project would be required to comply with those requirements. The Mountain View and Palo Alto Noise Ordinance’s are provided in Appendix D of this document.

Comment 148—Sensitive Receptors

The commenter referenced the second paragraph on page 4.9-28 of the Draft EIR, which states, “Sensitive receptors along area roadways (such as San Antonio Road, Nita Avenue, Whitney Drive and Mayfield Avenue) could be affected by noise generated by the haul trucks.” The commenter then requested that Aldean Avenue be included in the list of streets on which there are homes that abut the Project area.

The commenter indicated that noise generated for the duration of Project construction (approximately 54 months) cannot be referred to as a “short-term impact.”

In response to the operation of haul trucks during daytime hours rather than evening and nighttime hours, the commenter stated, "There are people at home during the day in EVERY house on Aldean Avenue."

The commenter requested that a mitigation measure be included in the Draft EIR that states that no construction traffic be permitted before 8:00 AM or after 5:00 PM on weekdays or during weekends and holidays.

Finally, the commenter requested that the second paragraph on page 4.9-28 be changed to state "Haul trucks will be operating during daytime hours when many residents are home." [Henderson (41e)]

Response 148

Homes with back yards along the northern boundary of the Project site (Aldean, Betlo and Nita) of the cul-de-sac would be exposed to noise from haul trucks using Nita Avenue in Palo Alto and the on-site private road connecting Nita to Mayfield Avenue. The existing sound wall along the Project boundary could help to attenuate noise along that roadway by as much as 5 dB(A) or more. However, **Mitigation Measure 4.9-1e** on page 4.9-29 of the Draft EIR has been revised to state: "During site demolition and grading, haul trucks shall use ~~Nita Drive, west of Mayfield Avenue~~ and Mayfield Avenue when feasible to connect directly to Central Expressway and San Antonio Road and avoid using the on-site roadway that runs behind the houses on Betlo and Aldean Avenues. Haul trucks shall not use residential streets in the surrounding neighborhoods, including Nita Avenue north of the Project area or Whitney Drive east of the Project area." Please see **Chapter 5.0**.

As discussed in the Draft EIR, page 3-21, demolition of existing structures would take two months. Utility work would take three months, and complete grading of the site would take one additional month. Construction of the residential units and installation of landscaping would take approximately 48 months. Total Project construction time would be approximately 54 months. Page 4.9-28 of **Section 4.9, Noise**, has been revised to state, "Project construction would result in a significant noise impact for the duration of time that Project construction noise levels exceed 75 dB(A) at nearby residences." The description of post mitigation construction noise impacts on Page 4.9-29 was changed to read, "Construction activities would be conducted in accordance with the cities' Noise Ordinances and Municipal Codes and would occur within the Project boundaries for approximately 54 months. Compliance with applicable regulations and

implementation of the recommended mitigation measures would reduce the impact of construction noise to a less-than-significant level.”

The second paragraph on page 4.9-28 states, “haul trucks would only operate during daytime hours rather than during the evening and nighttime hours when most residents are home.” This sentence has been changed to read, “Haul trucks would operate only during daytime hours when the fewest numbers of residents are at home.” With respect to hours of construction traffic, please see **Response 204**.

Comment 149—Inaccuracies and Omissions

The commenter stated that **Section 4.9, Noise**, of the Draft EIR contains several inaccuracies and omissions that make it impossible to ascertain the noise impact of the development both during construction and thereafter. [**Suverkropp (44a, EPC2-9)**] Another commenter stated that the EIR underestimates impacts and includes insufficient mitigation for noise impacts. [**Monta Loma 34a**]

Response 149

The comment regarding inaccuracies and omissions does not provide specific comments regarding the factual adequacy of the Draft EIR and no further response is needed. Please see **Responses 129 – 157** for a discussion of the criteria used to evaluate noise impacts in accordance with CEQA and the need for mitigation.

Comment 150—Construction Hours

The comment summarized the impact of truck noise from construction as indicated in **Subsection 4.9.5.2** of the Draft EIR. The commenter stated that 33 percent of the neighborhood population is at home during construction hours and, since construction is permitted to start as early as 7:00 AM, an even higher percentage of the population is home. [**Suverkropp (44b, EPC2-9)**]

Response 150

Please see **Response 148**.

Comment 151 – Construction Traffic

The commenter requested that no construction traffic (including staging) be permitted before 8:00 AM or after 6:00 PM on weekdays, or during weekends and holidays. [Suverkropp (44c, EPC2-9)]

Response 151

Please see **Responses 147 and 148**.

Comment 152 – Traffic Mix in Noise Model

The commenter questioned the traffic mix of 1.5 percent trucks and 0.5 percent heavy trucks in the noise modeling. [Suverkropp (44c)]

Response 152

City of Mountain View has not performed studies to determine the percent of truck traffic on streets within its jurisdiction. Therefore, Caltrans data⁴ for four segments of El Camino Real (State Route 82) within the cities of Palo Alto and Mountain View were referenced with the assumption that the percentage of truck traffic on Central Expressway and San Antonio would be comparable to that on El Camino Real. According to the 2004 Caltrans data (the most recent available), heavy truck traffic on El Camino Real represented 0.5 percent of total traffic, while medium truck traffic ranged from 1.7 to 2.8 percent of the total traffic.⁵

Noise modeling for the Project assumed a traffic mix of 98 percent autos, 1.5 percent medium trucks and 0.5 percent heavy trucks. The noise model was run with a vehicle mix of 97.6 percent autos, 2.8 percent medium trucks, and 0.5 percent heavy trucks for year 2010 plus Project noise conditions. With the increase percentage of medium trucks on Central Expressway and San Antonio Road, noise levels along these roadways would increase to 71.9 and 72.3 dB(A)

⁴ State of California Department of Transportation, *2004 Annual Average Daily Truck Traffic on the California State Highway System*, (Sacramento, California: California Department of Transportation, August 2005), p. 122. This document is available for review at <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/truck2004final.pdf>.

⁵ Heavy trucks are all vehicles with three or more axles designed for the transportation of cargo; generally, the gross weight is greater than 12,000 kg (26,500 lbs.). Medium trucks are all vehicles with two axles and six wheels designed for transportation of cargo. Generally, the gross vehicle weight is greater than 4,500 kg (10,000 lbs.) and less than 12,000 kg (26,500 lbs.).

CNEL, respectively. **Table 4.9-8** has been revised accordingly and is provided in **Chapter 5.0** of this document. The resulting noise levels would increase by less than 2 dB(A) over existing noise levels and would remain less than significant.

Comment 153 – Consideration of Cumulative Future Traffic

The commenter submitted that the Draft EIR does not consider additional future traffic from other development proposals and projects. **[Suverkropp (44e)]**

Response 153

The Draft EIR does consider additional future traffic from other development proposals and projects in that traffic volumes from year 2010 traffic conditions and the Project were input into the noise model. As discussed in Subsections **4.12.7, Traffic Background Conditions (Year 2010)**, and **4.12.8, Traffic Conditions with Current Precise Plan and with Project (Year 2010)**, of Section **4.12, Transportation**, year 2010 traffic volumes are based on an annual growth factor of 2 percent per year compounded from the date of the traffic counts (**2005**) to year 2010. Furthermore, it includes a list of approved projects provided by the City of Mountain View and the City of Palo Alto (see **Table 4.12-7, List of Approved Projects**) and re-occupancy of 50 percent of the vacant office space in the North Bayshore Area of Mountain View. Cumulative impacts (year 2015) with and without the Project were also calculated (see **Table 4.9-9** in the Draft EIR), also including a 2 percent per year growth factor, a list of pending projects provided by the two cities, and the remaining 50 percent of vacant office space in the North Bayshore area. (**Response 187** provides more discussion of specific projects included in the traffic study.)

Traffic projections for these developments were obtained from their respective traffic studies or estimated based on trip generation rates published in the Institute of Transportation Engineers' Trip Generation (7th Edition). Therefore, additional future traffic from other development proposals and projects for year 2010 traffic conditions and year 2015 traffic conditions were considered in the noise impact analysis.

Comment 154—Construction Noise

The commenter expressed concern over the beeping sound that equipment makes when driving in reverse and asks what kind of mitigation is available for this noise source. [Ericksen (48i)]

Response 154

Section 1592(a) of the Construction Safety Orders of Cal-OSHA regulations states, “Every vehicle with a haulage capacity of 2 1/2 cubic yards or more used to haul dirt, rock, concrete, or other construction material shall be equipped with a warning device that operates automatically while the vehicle is backing. The warning sound shall be of such magnitude that it will normally be audible from a distance of 200 feet and will sound immediately on backing.” Backup Alarms can be as loud as 85 dB(A) at 50 feet.⁶

In order to document the requirements of the Cal-OSHA regulations the following mitigation measure has been added to **Section 4.9, Noise**:

Mitigation Measure 4.9-1f: Sound levels for backup alarms for construction equipment shall be reduced to the minimum permitted under 1592(a) of the Construction Safety Orders of Cal-OSHA regulations in order to reduce their impact on the neighboring community. See **Chapter 5.0** for the revised mitigation.

Comment 155—Haul Truck Mitigations

The commenter asked under what conditions haul trucks would use residential streets in the Monta Loma neighborhood. Furthermore, all trucks should be covered to prevent dust and debris from contaminating the surrounding residences. Finally, the commentator asked that hours for deliveries and hauling be limited to non-commute hours. [Ericksen (48j)]

⁶ Gordon Bricken & Associates, *Acoustical Analysis, Materials Recovery Facility, Second MRF Building, Bin Manufacturing Facility, and Maintenance Building*, County of Los Angeles, (7 October 2003), p. 15.

Response 155

Haul trucks would not use residential streets in the Monta Loma neighborhood. See **Response 148** and revised **Mitigation Measure 4.9-1e**.

With respect to fugitive dust from haul trucks, **Mitigation Measure 4.2-1** in **Section 4.2, Air Quality**, states, “As a condition of approval, the City of Mountain View Department of Public Works will require the applicant to prepare a construction traffic management plan, outlining truck routes, staging areas, traffic detours, traffic/pedestrian/bicycle safety measures, construction parking areas and plans to maintain access to adjacent residential areas. Truck routes will be designated along the major arterials (San Antonio Road and Central Expressway) to avoid impacts to the adjacent residential neighborhoods. During construction, the contractor shall be responsible for implementing the construction traffic management plan or equivalent measures as determined by the City. The construction traffic management plan will need to be submitted to the City of Palo Alto for approval.” A basic control measure listed in that mitigation measure is “Cover all trucks hauling soil, sand and other loose materials *or* require all trucks to maintain at least 2 feet of freeboard.” Implementation of the fugitive dust control measure would prevent dust and debris from leaving the truck beds.

Comment 156—Central Expressway Sound Wall Extension

The commenter expressed several concerns regarding the extension of the existing sound wall along Central Expressway that include the effect the wall will have on other housing, the potential for the wall to block the line-of-site for those using Mayfield Avenue, and the potential for the wall to block “any escape for pedestrians in the case of a vehicular accident that crashes into the wall. [Ericksen (48k)]

Response 156

The sound wall extension along the easternmost portion of the southern boundary of the Project site would have no noise effect on other housing north of Central Expressway. The sound wall would be approximately 300 feet from the closest residence along Showers Drive; however, there is no potential for noise reflecting off the wall to affect residences south of the rail line. For an 8-foot

wall, the roadway width-to-barrier height ratio would be 1:37.5, which is significantly greater than the 1:10 ratio, which is the ratio that the Federal Highway Administration considers to be the rule of thumb for warranting a parallel barrier analysis.⁷

The commenter is speculating that a vehicle would crash into the proposed sound wall and trap pedestrians. Section 15145 of the *CEQA Guidelines* discourages speculation and no further response is required.

Please also see **Response 47**.

Comment 157—Construction Noise Analysis

The commenter stated that the discussion of construction noise in **Section 4.9** should analyze the equipment identified on page 4.5-19 of **Section 4.5, Geology and Soils**, potentially necessary to construct foundations. A concrete materials grinder would also be used to recycle the construction debris. [Guerra (49z8)]

Response 157

To reduce the effects of on-site expansive soils the geotechnical engineer has recommended deepened foundation systems, such as drilled piers, deepened perimeter footings and/or rigid mat foundations such as P-T or reinforced structural mats. Furthermore, demolition would also include removal of paving materials, such as concrete and asphalt from the Project site, and on-site regrounding of these materials for use as road base.

Deepened perimeter footings would require the use of excavators and pile drills. Noise levels from excavators were discussed in **Section 4.9, Noise**. Drilled piers are considerably less noisy than pile drivers. The applicant has indicated that construction of the Project would not require pile driving. Similar types of construction noise mitigation, as identified in **Section 4.9**, would be suitable for this noise impact.

⁷ U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, Washington, D.C.: June 1996, p. 29.

Pneumatic pavement breakers and grinders can generate noise levels in excess of 95 dB(A) at 50 feet. **Mitigation Measure 4.9-1a** through **4.9-1d** would reduce the level of noise impact to less than significant from these noise sources.

It should be noted that noise, traffic and air quality benefits from the on-site grinder and recycling of pavement for road bed material is that it would reduce the number of haul trucks to and from the site to otherwise remove the debris and to bring in new bedding materials.

4.10 POPULATION AND HOUSING

EXISTING CONDITIONS

Comment 158—Housing Data

A commenter presented information on owner/renter housing and affordable housing, questioned the impact of aggregate housing projects in Mountain View and Palo Alto and urged that there be more single-family housing for families. [Lou and Lee (46j, EPC2-14)]

Response 158

According to the 2000 U.S. Census, about 58 percent of the housing units in Mountain View are rented (not 70 percent as presented). This is a decrease from 1990. The number of single-family houses is increasing at a somewhat higher rate than population is increasing (1970-2000), not decreasing as presented. There is no evidence that a large percentage of rentals are affordable or low income. The 2002 Housing Element shows that a large percentage of renter households were paying more for housing than they could afford.

As noted on page 4-3 of the Draft EIR, the cumulative analysis in the Draft EIR is based on the Mountain View General Plan EIR and Palo Alto Comprehensive Plan EIR and thereby encompasses projected “aggregate housing.” See Transportation for further discussion of approved and pending projects.

The comment urging more single-family housing for families is noted.

Comment 159 – Math Error

A commenter noted a mathematical error in **Table 4.10-6** regarding the jobs per employed resident. [McBain (42e, EPC2-8)]

Response 159

Table 4.10-6 on page 4.10-11 has been corrected to show that, in the year 2015, the jobs per employed resident ratio is 1.62 (rather than 1.65). The revised table is provided in **Chapter 5.0** of this document.

Comment 160 – Palo Alto Jobs/Housing Report

Commenter stated that the data in **Table 4.10-6**, “Projected Jobs per Employed Resident, 1990-2015, City of Mountain View,” is inconsistent with the City of Palo Alto Community Profile and that, based on Palo Alto’s report, Mountain View does not have a job-housing imbalance. [McBain (42f, 42m, EPC2-8)]

Response 160

The data in **Table 4.10-6** is correctly transcribed from “Projections 2005,” page 226. The correct number of employed residents for the Mountain View sphere of influence (which includes NASA) for the year 2015 is 41,910 as shown in the table. “Projections 2005” does not provide projections of employed residents for “jurisdictions” (meaning land within the City’s jurisdiction only and not including its spheres of influence). Palo Alto wanted to generate data for the city alone (not including Stanford University which is in its sphere of influence). (Rivera, 2006) Therefore Palo Alto developed its own methodology, which used the ratio of employed residents per household in 2000 and assumed that ratio would remain the same into the future. In order to make comparisons, Palo Alto used the same methodology for projecting employed residents in other cities, rather than using the data in “Projections 2005.” Although this approach was useful for Palo Alto, it does not take into consideration factors that could change the ratio over time such as projected changes in the number of households (based on available land and local land use policies), projected national and regional economic fluctuations, changes in labor force participation and other factors.

The Palo Alto report states that a ratio of 1 job per 1 employed resident indicates a balance of jobs and housing (page 6), but also mentions that a city with an “ideal” ratio is slightly rich in terms of employment and resident workers. Hence, the Palo Alto report considers Redwood City and Mountain View “well balanced cities.” The table shows a ratio of 1.59:1 for Mountain View. By comparison to them, Palo Alto has a much higher imbalance (2.77 jobs per employed resident) than the other listed cities and therefore, from Palo Alto’s perspective, other cities may seem more balanced.

Comment 161 – More Demographics

A commenter said it would be instructive and good to know more about the demographics of future residents. [Ericksen (48z15)]

Response 161

While interesting and perhaps instructive, the demographics of future residents (percentage employment, incomes, where they will send their children to school, where employed) is unknown and cannot be projected with any degree of accuracy at this time.

4.11 PUBLIC SERVICES AND RECREATION

IMPACTS AND MITIGATION

Comment 162 – School Locations

One commenter stated that the closest schools in Palo Alto are not within walking distance and noted that it was unclear what school the children in the Mountain View portion of the Project site would attend. [McBain (42i, 42j)]

Response 162

Comment is noted regarding the potential to walk to the closest schools. The Draft EIR consultant consulted with the Mountain View and Palo Alto school districts to determine whether the districts had capacity to serve the additional students that would be generated by the Project. It would be premature to identify which school these students would attend. However, Fairmeadow is the

nearest (non-alternative) public school in Palo Alto, and Monta Loma is the nearest public school in Mountain View. Both districts noted that no new facilities would be needed (see page 4.11-30 of the Draft EIR). The focus of the impact analysis is the determination whether physical impacts would result from the additional student population as identified on page 4.11-25 (Significance Criteria).

Comment 163 – School Impact Mitigation

A commenter stated that the mitigation for impacts on the Mountain View-Los Altos High School is inadequate. **[Kotinsky (11w)]**

Response 163

Under CEQA, the EIR evaluates the physical change that would occur as a result of the Project. As stated on page 4.11-11 of the Draft EIR, the Mountain View-Los Altos High School District is under capacity and could accept new students without the need for new school facilities; therefore, there would be no significant physical impacts to schools from the Project. Senate Bill 50 establishes school impact fees as the appropriate mitigation for school impacts as described on page 4.11-24 of the Draft EIR. The Project will be required to pay these fees as stated on page 4.11-30 of the Draft EIR.

Comment 164 – Private Open Space

A commenter requested that the discussion of this impact include a description of the amount of private open space that will be provided by the Project and indicate that Palo Alto residents will be able to use the public parkland on the Project site. **[Guerra (49z10)]**

Response 164

For the purposes of determining whether the Project would have a significant environmental impact the discussion of this impact focused on the ability of the Project to provide the amount of public open space required by the City of Mountain View's Park Dedication Ordinance. It also considered whether the Project could meet the Palo Alto neighborhood park goal. As noted in the Draft EIR, the conceptual site layout of the Project would comply with the Mountain

View ordinance. The discussion has been expanded to note that the Project also provides private open space and that Palo Alto residents will be able to use the parks on the Project site. The revised text is provided in **Chapter 5.0** of this document.

Comment 165—Parks

Seven people questioned the adequacy of parkland in the Thompson Planning Area (in which the Project is located) and stated that the entire Planning Area and the Palo Alto portion of the site should be considered in determining the size of public parks on the Project site. They also questioned population projections for the Project. They also stated that the park at Monta Loma School is heavily used and some is fenced off and unavailable. [**Abe-Koga (EPC2-27); Schick (EPC1-11, 10a, 10b); McBain (42l, EPC2-8); Rose (EPC1-6, 43a); McBride (EPC1-4); Tymes (EPC1-2); Ericksen (48z14)**]

Response 165

The Parks and Open Space Plan lists park acreage at Monta Loma School as 7.4 acres. The Community Services Department has recently used the City's GIS mapping system to review and refine its measurements and has determined that the park acreage is actually 5.7 acres. With the smaller park acreage at Monta Loma School and a slightly larger acreage at Thaddeus Park, the Thompson area currently has 6.5 acres of open space and a ratio of 2.56 acres per 1,000 residents (2000 Census). Page 4.11-16 has been changed to reflect this information. The revised text is provided in **Chapter 5.0** of this document.

The appropriate mitigation measure for the impacts of new residents on the City's park resources is compliance with the park dedication ordinance. The amount of new parkland required for the Project by the ordinance is about 3.2 acres (rounded), which has been incorporated into the Project (see page 4.11-33 of the Draft EIR). Palo Alto does not have a park dedication ordinance, although it has a Community Facilities Impact Fee, part of which can be used for parks. No public parks are proposed for the Palo Alto portion of the site. At a study session on March 21, 2006, the Mountain View City Council indicated its interest in requesting that these fees be contributed to the development of parks in

Mountain View to serve the Palo Alto residents in the Mayfield development. However, there is no automatic mechanism to collect the fees from Palo Alto.

If there is a desire to set aside additional land for public parks to meet the existing shortfall in the Thompson area, additional demand created by a new housing development on Middlefield Road and to serve Palo Alto residents (a need for five total acres, according to one commenter) The City of Mountain View would need to provide such open space to address the existing shortfall. Impacts associated with increased park acreage were evaluated as part of Alternative 2 in the Draft EIR.

The population projection for the 530 housing units in the Mountain View portion of the Project is given as 1,193 persons (page 4.10-25). This projection is based on 2.25 persons per household (Projections 2005, Mountain View sphere of influence) and is an accurate estimate based on the available population projections. Other data on persons per household are 2.24 (Department of Finance Population and Housing Estimate, 1/1/05) and 2.26 (City of Mountain View only, Projections 2005), which do not significantly alter the population projection. The City is unaware of any data on 2.5 persons per household for Mountain View for 2000 or 2005 (suggested by one commenter). No additional mitigations are required to offset the existing park deficiency in the Thompson area.

4.12 TRANSPORTATION

EXISTING CONDITIONS

Comment 166—Roadway Classification

Several commenters requested adding the roadway classification to the description of the roadway segments. [Caporgno (64b); Rosewalk Homeowners Association (36a); Greenmeadow (371); Vanacek (50a); Mangan (51a); Claussen (52a); Lieberman (53a); Robare (54a); Billat (55a); Richter (56a); Florian (58a); Shih (59a); Khetrpal (60a); Horstman and Shrimali (61a); Goyal (63a)]

Response 166

The text on page 4.12-2 and 4.12-4 has been revised to add the roadway classifications. Please see **Chapter 5.0** of this document for the revised text.

Comment 167 – Truck Routes

Several commenters noted that San Antonio Road and Alma Street are major truck routes within the City of Palo Alto. They submitted that the Draft EIR needs to describe truck movements in the area and their overall effects on the operational conditions. It is preferable to include a figure illustrating truck routes. [Caporgno (64c); Rosewalk Homeowners Association (36a); Greenmeadow (37m)]

Response 167

The text on page 4.12-2 and 4.12-4 has been revised to add a discussion of truck routes and a map of truck routes has been created. Please see **Chapter 5.0** of this document for the revised text and new figure. The level of service calculations utilizing the saturation flow rates, specified and required by VTA, are calibrated to field measurements and account for heavy truck traffic on the existing roadways. Since the level of service calculation utilize these flow rates, the effect of heavy truck traffic are included.

Comment 168 – Pedestrian Facilities Deficiency

Several commenters noted that a site visit with City of Mountain View staff and the traffic consultant revealed deficiencies in existing sidewalks and crossing facilities including non-ADA compliant curb ramps. The Project should construct ADA compliant curb ramps at the asphalt path and medians for a better pedestrian connection between the underpass and the San Antonio Avenue/Briarwood Way. The EIR should include a detailed description of the deficiencies and how they will be addressed. Mitigation should be provided for pedestrian traffic through the Project site including a connection from Nita to Mayfield. Toll Brothers intends to design four internal Project streets to provide automobile, bicycle, and pedestrian circulation throughout the site as explained in **Section 3.4.3.1** of the Draft EIR. Accordingly, **Section 4.12.6** should be revised

to be consistent with the Project description. Please clarify which Central Expressway sidewalk and underpass is referenced in **Mitigation Measure 4.12-7**. [Caporgno (64d); Greenmeadow (37y, 37j); Guerra (49z15, 49z16); Taylor (27c, 27d)]

Response 168

As noted on page 4.12-7 of the Draft EIR, a detailed description of the type of existing sidewalks is provided. Compliance with ADA requirements was not verified for each existing sidewalk facility since the site will undergo extensive modifications that will affect most of the existing sidewalks. **Mitigation Measure 4.12-7** on page 4.12-57 has been revised to state that all future sidewalks and crossings on-site (including the pedestrian connection between the underpass and San Antonio Avenue/Briarwood Way) shall be constructed in accordance to ADA standards. Please see **Chapter 5.0** of this document for the revised text.

The second bullet for **Mitigation Measure 4.12-7** refers to the existing sidewalk on the north side of Central Expressway. Page 4.12-7 provides a detailed description of this sidewalk. The underpass in the third bullet refers to the San Antonio Road underpass.

Comment 169 – San Antonio/Alma and Mayfield/Central Crossing

Several commenters submitted comments that the Pedestrian and Bicycle Facilities section on pages 4.12-7 and 4.12-8 needed to include a description of the identified issues associated with pedestrian and cyclist crossing of Alma Street. **Figure 4.12-4** does not show future bike routes within the City of Palo Alto. For example, the bike boulevard along Wilkie Way is expected to be established in 2006 (i.e. near term).

Comments were raised by several parties regarding the impact of increased pedestrian crossings at the Central Expressway/Mayfield Avenue intersection due to increased Caltrain ridership. Traffic may be delayed, and pedestrians and bike riders may not be able to cross the Central Expressway in a timely manner. [Caporgno (64e); Greenmeadow (37x); Ericksen (48p, 48z19, EPC2-6); Frank (EPC2-1); Reid (18l); Murphy (33c, 33d); McBain (42g)]

Response 169

Additional text has been provided on page 4.12-7 to further clarify the difficulties and issues associated with pedestrian and bicycle crossings across Alma Street-Central Expressway. Additional text has been provided on page 4.1-8 to include a discussion of future bike routes within the City of Palo Alto. Please see **Chapter 5.0** of this document for the revised text.

As stated on page 4.12-57 of the Draft EIR, the Station Access study will consider at-grade improvements at Mayfield/Central. See **Response 198** for details on improvements to the Mayfield Avenue/Central Expressway crossing, which includes narrowing of the crossing distance across Central Expressway.

Comment 170- San Antonio Underpass and Connection to Greenmeadow Neighborhood

Comments were submitted that the description of the existing pedestrian facility at the San Antonio Road underpass is incorrect and requested that **Mitigation Measure 4.12-12** be reworded to be more precise.

Several comments were raised regarding improvements from the underpass into the Greenmeadow neighborhood that would benefit pedestrians and bicyclists. Bicyclists either have to cross into the on-coming traffic lane as they exit the underpass or dismount and walk across the crosswalk at Briarwood and remount their bicycle. The Palo Alto Bike path should be extended so that it provides access to the San Antonio Caltrain station. [Anderson (EPC2-32); Ng (7a and 7e); Lohman (15b); Meyer (17c, 17e, 17f, 17g); Arnone (47a)]

Response 170

The text on page 4.12-8, paragraph 1 has been revised to incorporate clarifications related to the existing conditions at the underpass as suggested by the commenter. Please see **Chapter 5.0** of this document for the revised paragraphs.

The third bullet for **Mitigation Measure 4.12-7**, on page 4.12-57, has been revised to incorporate clarifications requested by the commenters. Please see **Chapter 5.0** for the revised mitigation measure.

Mitigation Measure 4.12-7 calls for upgrading the dirt and asphalt path by the underpass to a concrete sidewalk. **Mitigation Measure 4.12-9**, which discusses installation of bicycle lanes and/or routes on the Nita Avenue/Whitney Drive extension and on Mayfield as appropriate, would provide a connection from Palo Alto to Central/Mayfield to access the Caltrain station. The Project applicant will work with City of Mountain View and Palo Alto staff to ensure appropriate bicycle access from the underpass to the Greenmeadow neighborhood is provided.

The text for **Mitigation Measure 4.12-12** on page 4.12-61 has been revised to incorporate comments identified by the commenter. Please see **Chapter 5.0** of this document for the revised paragraph.

Comment 171—Central Expressway Bike Lane

A commenter requested adding that Santa Clara Valley Bikeways Map (1997) clearly marks Central Expressway as a bike route. [Ericksen (48z11)]

Response 171

The text on page 4.12-8 has been revised to incorporate the comment. Please see **Chapter 5.0** of this document for the revised text.

Comment 172—Other Count Locations/Old Middlefield Road/US 101

Comments were raised about collecting counts at additional locations and including them in the analyses. Locations suggested include Junction/Rengstorff, Rengstorff/Fire Station, Old Middlefield/US 101 SB Ramps, Middlefield/Rengstorff, Rengstorff/California, Rengstorff/El Camino, and Nita/Briarwood. The Old Middlefield/US 101 SB Ramps are important due to the recent opening of the Old Middlefield ramps. Traffic coming down Middlefield and Old Middlefield will increase to avoid US 101, resulting in increased cut-through traffic in the Monta Loma neighborhood. Increased congestion would occur on Old Middlefield and at its intersections with Rengstorff, Independence, and San Antonio. [Rose (43j, 43g); Ericksen (48l); Marquart-Cottrell (28a); Greenmeadow Community Association Civic Affairs Committee (37c, 37f)]

Response 172

The list of study locations was reviewed with staff from the cities of Mountain View and Palo Alto prior to preparing the traffic study. Key locations where a significant amount of project traffic will be added were included in the analysis as discussed on page 4.12-11 of the Draft EIR.

The US 101/Old Middlefield intersection is an unsignalized intersection with stop signs on the side street. The traffic on the side street (Telford Avenue) is not anticipated to be heavy since it provides limited access to residential units. Thus, this intersection is anticipated to operate at acceptable levels. As indicated in **Response 27**, the Amended Precise Plan would result in reduced traffic and would have a similar impact to this location (less-than-significant) even if the intersection was included for analysis.

During the closure of the Old Middlefield off-ramp, traffic would have diverted to the off-ramps at Rengstorff or San Antonio Road to reach its final destination. Re-opening of the Old Middlefield ramps will not significantly add new trips to the nearby neighborhoods in Mountain View. Instead, local trips may shift to other movements or approaches at the intersections of Rengstorff/Old Middlefield and San Antonio/Middlefield Road. For example, vehicles will travel on the east-west approaches heading to and from the Old Middlefield ramps instead of traveling in the north-south direction to utilize the Rengstorff and San Antonio ramps. The reopening of the ramp would reduce the traffic volumes at the San Antonio/US 101 and Rengstorff/US 101 interchanges because opening of the ramp will provide additional options for accessing US 101.

Comment 173—San Antonio/Alma LOS

Several commenters requested the intersection of Alma Street/San Antonio Road be included due to its close proximity to the Project site. [**Caporgno (64a); Rosewalk Homeowners Association (36a); Greenmeadow Community Association Civic Affairs Committee (37e, EPC1-1, EPC2-11); Vanacek (50b); Mangan (51b); Claussen (52b); Lieberman (53b); Robare (54b); Billat (55b); Richter (56b); Jang (57b); Florian (58b); Shih (59b); Khetrpal (60b); Horstman and Shrimali (61b); Schipper (62c); Goyal (63b)**]

Response 173

Level of service calculations have been conducted for the Alma Street-Central Expressway/San Antonio intersection under Existing, Background, Year 2010 (with Current and Amended Precise Plan), and Year 2015 (with Current and Amended Precise Plan) and are included in **Appendix A** of this document. The intersection is projected to operate at LOS B or better (acceptable levels) under all scenarios. Thus, implementation of the Amended Precise Plan/Development Project would result in a less-than-significant impact.

INTERSECTION LEVEL OF SERVICE METHODOLOGY***Comment 174—Lane Configurations***

Several commenters requested that lane configurations at the Palo Alto intersections shown on **Figure 4.12-6** be double-checked. For example, the westbound approach on San Antonio Road (southbound in the report) at Charleston Road contains one left-turn lane, two through lanes, one shared through/right-turn lane, and one right-turn lane; there are no two exclusive right-turn lanes on this approach. It is realized that data entry in the Traffix software would be somewhat different to reflect the volume entering the frontage road. [Caporgno (64g); Rosewalk Homeowners Association (36a, EPC1-7); Greenmeadow (37q)]

Response 174

For westbound San Antonio Road traffic at Charleston, vehicles in the shared-through right lane are destined for the frontage road. This right/through lane was coded as a right-turn lane and not a shared lane in Traffix because the shared lane would provide additional capacity to the other westbound through vehicles that are not entering the frontage road and would result in a better level of service. Therefore, a more conservative assumption was used in the Draft EIR. **Figure 4.12-6** has been updated to show the shared through/right lane. The revised figure is provided in **Chapter 5.0** of this document. The correction to the figure does not result in any changes to the analyses or conclusions.

EXISTING LEVELS OF SERVICE

Comment 175—Existing LOS Clarification

On page 4.12-16, the Draft EIR identifies that Alma Street/Charleston Road operates at LOS E during the PM. The Draft EIR also notes that this intersection operates at the City of Palo's LOS D threshold during the PM. The Draft EIR should clarify the basis used for calculating existing levels of service for the intersections. [Guerra (49z11)]

Response 175

The text on page 4.12-16 should have been written to say that the Alma Street/Charleston Road intersection exceeds the City of Palo Alto's LOS D standard. Please see **Chapter 5.0** of this document for the revised text.

Comment 176—Different Count Years

Table 4.12-5 on page 4.12-17 lists the traffic count years at the study intersections, which vary between 2002, 2004 and 2005. However, the count description provided on page 4.12-11 does not refer to the different count years and whether any factors were applied to the traffic volumes to address such variations. [Caporgno (64f); Greenmeadow (37o)]

Response 176

The third sentence under section 4.12.2.4 on page 4.12-8 indicates that the counts used in the study were conducted between 2002 and 2004 and supplemented with new counts in 2005. Text has been added to state that no adjustments were made to account for the variation in existing count years (Please see **Chapter 5.0** of this document for the revised text). However, to develop future (Year 2010 and 2015) volumes, growth factors were applied from the date of each traffic count to the analysis year. Thus, older (2002) counts would have a higher growth factor than recent counts (2005). The volume sheets in the appendices present the growth factors for each intersection (growth factors are located at the top of the volume summary sheets). This approach is consistent with standard methodology used in determining baseline conditions.

Comment 177—Commuter and Weekend Traffic

Several commenters requested that observations be conducted between 6:00 AM to 10:00 AM and between 3:00 PM and 6:00 PM to better understand commute congestion. Counts and observations should be conducted over two weeks and cover the time period for HOV lanes and be presented by hour on a daily basis. Existing neighborhood roadway volumes only use mid-week average and do not capture impact associated with weekend traffic. [Tenner (3b); Riciputi (38a, 38d, 38g, 38k, 38p); Rose (43j); Ericksen (48z23)]

Response 177

The text on page 4.12-18 states “Field observations were conducted at the study intersections during the AM and PM peak period in May 2005.” The text also describes the observations as discussed in **Response 183**.

The time period and frequency (one day) of the data collection for the study intersections was conducted in accordance with City (Mountain View and Palo Alto) and Transportation Impact Analysis guidelines as required by the Valley Transportation Authority and in accordance with accepted standards. The data collection results contained in the Draft EIR provides an accurate depiction of baseline conditions.

Weekday volumes, that include commute traffic, are generally higher than weekend volumes. The Monta Loma roadway segment counts conducted for the analysis were collected for a one-week period including the weekend days. A review of the traffic counts conducted for the roadway segment of Thompson, north of Craig Court, indicated that on the highest volume weekend day (Saturday) the daily traffic is approximately 30 percent lower than the mid-week average. Thus, the use of weekday peak-hour volumes is appropriate since the weekday volumes are higher. The roadway segment counts are contained in **Appendix A** of this Response to Comments document

Comment 178—Central/Thompson Counts

A commenter noted that counts conducted by community members between 4 and 7 PM showed higher left-turns at Central/Thompson than the numbers on **Figure 4.12-13**. [Riciputi (38a, 38h, EPC2-3)]

Response 178

The traffic study evaluated the highest 1-hour volume measured during the AM (7-9) and PM (4-6) commute periods. This approach is consistent with Mountain View, Palo Alto, and VTA traffic impact analysis guidelines and is used because it focuses on the period of highest demand (traffic volume) which is the period when traffic impacts are the greatest. The volumes on **Figure 4.12-13** represent the highest 1-hour volume and would be less than the numbers cited by community members since those counts were conducted over a 3-hour period.

Comment 179—School Counts

Counts were not conducted at school crossings at Whitney/Anna and Anna/Elka. [Riciputi (38e, 38j)]

Response 179

The amount of Project traffic assigned to these locations is minimal compared to other locations. Therefore, these locations were not selected for analysis.

Comment 180—HOV Notation

Table 4.12-6 on page 4.12-18 needs to have a notation that the provided volume and density are for the mixed flow lanes (i.e. the HOV lanes are excluded). [Caporgno (64h); Greenmeadow (37r)]

Response 180

Footnote 1 for **Table 4.12-6** has been updated to reflect comment. Please see **Chapter 5.0** for the revised text.

Comment 181 – Caltrain Service Interruptions

Please clarify the statement that intersections at Rengstorff Avenue/Central Expressway and Charleston Road/Alma Street were affected by Caltrain service. [Ericksen (48z23, EPC2-6)]

Response 181

The text on page 4.12-18 has been revised to incorporate the comment. Please see **Chapter 5.0** for the revised text.

Comment 182 - Hausner School

Several comments were made regarding impacts of the proposed project on Hausner Jewish Day School. Field observations in the Draft EIR do not reflect the current situation: no parking allowed at Project site and parents jaywalking across San Antonio Road. A commentor asked about long-term mitigation when the Project is completed and no parking is available to Hausner parents. [Taylor (27a, EPC2-16); Marquart-Cottrell (28a); Rosewalk Homeowners Association (36a, 36e, EPC2-12, EPC1-7); Caporgno (64i); Henderson (41c); Samuels (EPC1-7), Vanacek (50e); Mangan (51e); Claussen (52e); Lieberman (53e); Robare (54e); Billat (55e); Richter (56e); Jang (57d); Florian (58e); Shih (59e); Khetrpal (60e); Horstman and Shrimali (61e); Schnipper (62g); Goyal (63e)]

Response 182

The original field observations were conducted prior to the new parking restrictions at the project site. New field observations were conducted in March 2006 with parking restrictions at the project site. Please see **Chapter 5.0** of this document for the revised text, which includes details of the March 2006 observations.

The congestion associated with the Hausner School is an existing condition that will be present under both the Current and Amended Plans (with or without the project). The City of Palo Alto staff is working with the Hausner Jewish School to address queuing on San Antonio road, site access, and on-site circulation concerns. The Project would not result in any new significant queuing impacts since it generates fewer trips than the approved Current Precise Plan.

It should also be noted that as part of an on-site school improvements project, the City is requiring the school to increase the on-site parking supply, as well as improve the capacity and operations of the students' drop-off/pick-up activities. These future school site improvements are expected to translate into improvements to the traffic and parking operations (including less vehicular queues and on-street parking demand) on the abutting segment of San Antonio Road.

A discussion of parking has been added to the second paragraph on page 4.12-19. Please see **Chapter 5.0** of this document for the revised text.

Comment 183 – Flooding

Several commenters noted that an analysis of the impact of regular flooding of Central Expressway at Mayfield during winter rainstorms was not included in the Draft EIR. When flooding occurs, it forces closure of the southbound ramp from San Antonio to Central and causes a substantial impact to San Antonio/Nita and San Antonio/Middlefield intersections. Cut-through traffic increases on Nita and Mayfield. **[Murphy (33a); Ericksen (48z22, EPC2-6)]**

Response 183

The Draft EIR analysis of impacts was conducted for typical (normal) roadway operating conditions. Flooding does occur at the Central Expressway/Mayfield intersection and adjacent to the San Antonio on-ramp to Central Expressway during the rainy season. The City of Mountain View Public Works Department is aware of the issue and is working with other agencies to develop solutions to the problem that exists with or without the Project.

CONSISTENCY WITH APPLICABLE REGULATIONS

Comment 184 – Transportation Network

A commenter noted that the Project would have four internal streets to provide automobile, bicycle and pedestrian circulation throughout the site and requested that this information be added to paragraph 3 on page 4.12-23. **[Guerra (48z12)]**

Response 184

The third paragraph on page 4.12-23 has been revised to add this information. The revised text is provided in **Chapter 5.0** of this document.

Comment 185 – Community Development Goals A and Q, Policy 44

Two commenters stated that the Project is not consistent with General Plan Goals A, “Promote a pattern of land use that protects the community’s health and safety” and “Coordinate the location, intensity, and mix of land uses with transportation resources” as well as Policy 44 which says to make land use decisions that support transportation alternatives to the auto. [McBain (42p); Rose (43q)]

Response 185

The proposed Project is consistent with the cited goals and policy since it locates higher density housing near transit and fits the generally accepted definitions of transit-oriented development. The VTA’s Best Practices Manual states as Principle 1: “Target growth to cores, corridors and station areas” (page 2-1). The manual has a map, which specifically identifies the San Antonio Station as one of these “station areas.”

Comment 186 – Consistency with Palo Alto Comprehensive Plan

A commenter submitted that the Project would be inconsistent with Palo Alto Comprehensive Plan policy T-27 related to avoiding major increases in street capacity and balancing the needs of motor vehicles with those of pedestrians and bicycles, policy T-39 related to making safety the first priority, and policy T-40 related to prioritizing the safety and comfort of school children. [Greenmeadow (37z3)]

Response 186

Most of the streets within the proposed residential development are located in the City of Mountain View. The newly proposed Avenues A, B and C are expected to be designated as local streets since they would mainly provide access to the adjacent properties. The development contains two Palo Alto streets (the

underpass and Nita Avenue) that already exist and would not change in terms of function or roadway classifications.

Regarding Project consistency with Policy T-27: The EIR did not identify any severe traffic congestion or critical neighborhood traffic problems within Palo Alto. Consequently, no increase in roadway capacity (i.e., increase in the number of lanes) is recommended to any of the adjacent Palo Alto streets.

Regarding Project consistency with Policy T-39: The Draft EIR identifies potential project operational and/or safety impacts on all modes of transportation as well as recommended mitigations under future traffic conditions for years 2010 and 2015. In addition to the future conditions analysis, the Draft EIR identified some existing deficiencies in the pedestrian and bicycle facilities and recommended improvements to the network. This included the need for better pedestrian/bicycle crossing of Central Expressway, thereby providing an improved connection with the Caltrain Station. Another example that was added to the analysis in this Final EIR covers the improvement to bicycle crossing of San Antonio Road at Nita Avenue.

Regarding Project consistency with Policy T-40: A detailed vehicular queue analysis of traffic associated with the adjacent Mid-Peninsula Jewish Community Day (Hausner) School was conducted (See **Response 182**) not just during the street's peak traffic periods, but also during the school's peak periods.

TRAFFIC BACKGROUND CONDITIONS (YEAR 2010)

Comment 187 – Missing Approved and Pending Projects

Several commenters indicated the list of approved and pending projects in the cities of Mountain View and Palo Alto are incomplete and missing key projects that they listed. The trip generation during the AM peak hour for the Charleston Plaza project should not be zero since a Starbucks was opening in April. [Caporgno (64j); Frank (34a, EPC2-1); Tymes (35); Rosewalk Homeowners Association (36a); Greenmeadow (37k, 37n, EPC1-1, EPC2-11); Lou and Lee (46j); Ericksen (48z4, 48z21); McBride (EPC1-4); Anderson (EPC2-30); Vanacek (50a); Mangan (51a); Claussen (52a); Lieberman (53a); Robare (54a); Billat (55a);

Richter (56a); Florian (58a); Shih (59a); Khetrpal (60a); Horstman and Shrimali (61a); Goyal (63a)]

Response 187

The cities of Mountain View and Palo Alto provided a complete list of approved and pending (anticipated) projects at the time that the Notice of Preparation for the EIR was prepared (May 2005). The complete list of projects is presented in **Appendix C** of this document.

Tables 4.12-7 (page 4.12-25) and **4.12-14** (page 4.12-69) list the projects that were included in the baseline and cumulative analyses. The trips generated by these approved and pending projects were assigned to the study intersections.

As stated on page 4.12-34, "Projects that generated a minimal amount of traffic or where the proposed uses generated fewer trips than the existing uses (such as Rickey's redevelopment in Palo Alto) were not included." Other projects where the proposed uses generate fewer trips than the existing uses include Middlefield Terrace, 1950 Colony, 1101 E. Meadow, 940 E. Meadow, Alma Plaza, 3270 W. Bayshore and Kehilla High School on Fabian Way. In addition, listed projects on Evelyn Avenue, Ferguson Drive, Miramonte Avenue, Boranda, Granada, Evandale and Arastradero/Foothill are quite distant from the Project site and would not contribute a significant amount of traffic to the project study intersections. Northpark (19 net new units) became a pending project after May 1, 2005. However, the background growth factor of 2 percent per year accounts for trips generated by these developments. Consequently, the EIR's evaluation of cumulative impacts took into consideration applicable, existing, approved, and pending projects in accordance with CEQA.

The trip generation estimates for the Charleston Plaza project were obtained directly from the traffic study prepared for the site. AM peak hour trips were not presented in the study. Information about the future tenants at the Charleston Plaza project was not available at the time the analysis was being prepared. The proposed retail uses, as presented in the traffic study for the project, were not estimated to generate additional AM peak-hour trips beyond the existing office and R&D uses that would be replaced.

**TRAFFIC CONDITIONS WITH CURRENT PRECISE PLAN AND WITH PROJECT
(YEAR 2010)*****Comment 188—Previous HP Mitigation***

The commenters cite older articles where HP discouraged employees from driving through the neighborhood. The residential development would not be able to discourage residents from driving through the neighborhood. The studies should consider the effects of the HP mitigations and remove such mitigation from the study of future traffic. [Suverkropp (31a, 31b); Reid (18j, EPC2-5)]

Response 188

While Hewlett-Packard may have tried to discourage its employees from cutting through the neighborhood, this was not a required mitigation and there was no monitoring or outside enforcement. If the site were re-occupied, there is nothing to prevent office workers from using these roadways. Thus the neighborhood roadway segment analysis considered that office workers would potentially cut through neighborhood and compared these trips to the potential trips associated with a residential development.

Comment 189—Reoccupancy of HP

A commentator submitted that reoccupancy of existing buildings is flawed because it doesn't account for a significant number of people that live in adjacent neighborhoods and would walk or bike to the site. As a result, the car count is too high. [Rose (43i)]

Response 189

The trip generation rates from ITE include some reduction for trips generated by alternative modes (walk, bike, or transit). It is unlikely that a significant number of office workers would live in the adjacent neighborhoods with re-occupancy of the office buildings. Even if a higher reduction were applied to the re-occupied office buildings to account for more walk or bike trips, the approved office's overall trip generation would still be significantly higher than the proposed

residential development. Thus, the approach and the impacts presented in the Draft EIR are conservative by assuming more vehicular trips.

Comment 190 – Buildout Clarification

A commenter for clarification requested that the City note on page 4.12-29 that the traffic impacts associated with build-out under the current Precise Plan (alone) are addressed as part of the No Project Alternative on pages 6-55 to 6-60 of the Draft EIR. [Guerra (49z13)]

Response 190

The text on page 4.12-29 has been clarified to note build-out impacts are discussed on pages 6-55 to 6-60. Please see **Chapter 5.0** for the revised text.

Comment 191 – Trip Generation

A commenter notes that **Table 4-12-9** provides a daily rate of 9.13/1,000 square feet of office, while **Table 6-19** uses a rate of 8.47/1,000 square feet of office for that same item. Requests clarification of the methodology for trip generation estimates. Other commenters indicated the trip generation numbers were underestimated and presented other sources for trip generation rates and requested an explanation. Common practice was not followed in estimating trip generation for various alternatives. [Riciputi (38l, 38n, 38o, 38g, EPC2-3); Greene (EPC2-23); Anderson (EPC2-30); Caporgno (64k); Frank (34b, EPC2-1); Greenmeadow (37s); Jordan (45a, 45b, EPC2-4)]

Response 191

The *Trip Generation* manual, Institute of Transportation Engineers, was used to estimate the trips generated by the Current and Amended Precise Plans. This manual is the standard industry source used for estimating trip generation and is accepted for use by both jurisdictions. In addition, the May 12, 1998 Valley Transportation Authority *Transportation Impact Analysis Guidelines* requests the use of this manual.

The trip generation rates for the office land uses are based on regression equations. The use of the regression equation results in different trip rates for

various sizes of office development. According to ITE rates, smaller offices (520,000 s.f. in **Table 4.12-9**) generally generate more trips than larger office developments (722,300 s.f. in **Table 6-19**) based on square footage. Smaller office buildings have higher densities (more employees) than larger office buildings and offer fewer on-site amenities. Larger office buildings typically include space for conference rooms and other amenities (i.e. cafeteria, break rooms, storage areas).

It should be noted that the trip generation rates reflects trips that start or end at the Project site as compared to the number of trips made by a vehicle. Therefore, the trip generation rates do not include linked or diverted trips (i.e. trips from work to retail) since they do not start or end at the site.

One commenter stated that trip generation rates from ABAG stated a rate of 9.9 trips per day from high-income households. The commenter's reference (<http://www.abag.ca.gov/services/finance/fan/housingmyths2.htm>) continues on to state that low-income households, on average, generate 3.6 trips per day and medium-income households generate 6.8 trips per day. The source does not specify the actual break down of income levels nor does it specify a housing type. These rates are consistent with ITE rates that are based on housing type, which imply income level.

The ABAG reference also notes that "Fewer auto trips occur in higher-density areas. In a neighborhood of 15 homes to the acre, one third fewer auto trips occur, compared to a standard suburban tract. A 1990 study in Sacramento, by that area's Council of Governments, found that multi-family developments have lower car ownership rates of 1.3 cars per household, as opposed to two per household in single-family tracts. High-density housing can encourage retail development and ease walking & transit use." These comments tend to support the trip generation assumptions used in the analysis.

See **Response 187** for comments related to the Charleston Plaza trip generation estimates.

Comment 192 – Trip Reduction for Transit

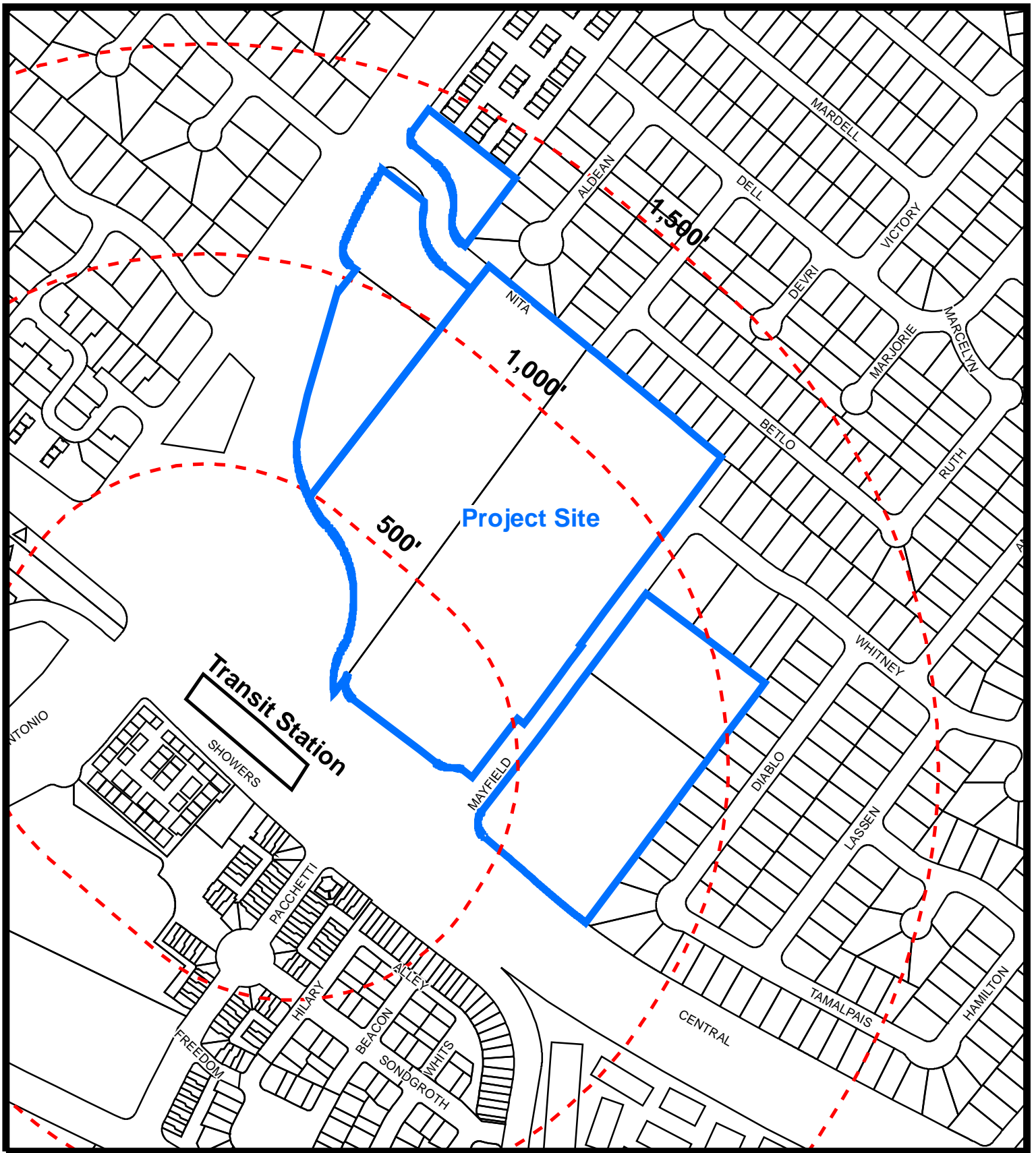
Several commenters questioned the trip reduction percentages that were used for transit use. [Murphy (33b); Frank (34b, EPC2-1); Rosewalk Homeowners Association (36a); Greenmeadow Community Association Civic Affairs Committee (37i, 37j); Caporgno/Palo Alto (64l); Rose (43q)]

Response 192

The VTA, as the congestion management program (CMP) agency for Santa Clara County, requires that cities within the county use a common Transportation Impact Analysis Guidelines when evaluating the impacts of proposed developments. These CMP guidelines were originally developed in 1991 and were updated in 1993 and 1998. A committee of technical representatives comprised of technical staff from the VTA and CMP member cities establish the criteria and techniques documented in the guidelines. The trip reductions recommended in the guidelines were developed based on empirical data collected locally (San Francisco Bay area cities) and data from the review of technical publications (specific sources are identified in the *May 1998 Congestion Management Program Transportation Impact Analysis Guidelines*). Using these data, the committee determined trip reductions that could be expected based on access to transit and for mixed use developments.

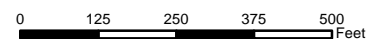
The guidelines allow a trip reduction rate of 3 percent for offices and 9 percent for residential for locations within a 2,000-foot walk of a transit facility. The entire site is within 1,500 feet of the transit station (see map showing 1500-foot radius, derived from Mountain View computerized mapping system). The “most direct walking path” may be more than 1,500 feet for future residents living on the periphery (based on the ultimate street system), but it is likely that few, if any, walking trips will be greater than 2,000 feet. (The VTA Guidelines do not specify how long it should take to walk 2,000 feet.)

The data on page 4.12-29 of the Draft EIR showing higher transit use percentages (than allowed by the VTA) was provided to demonstrate that the VTA’s percentages were not overly optimistic. Rather, the VTA percentages are lower compared to the cited studies (including the study of the Crossings which had 17



Mayfield - Proximity to Transit

February 9, 2006
For Informational Purposes Only
- Aerial Photographs Circa 2002



percent transit use). Thus, the use of a lower trip reduction percentage for residential use in the Draft EIR is a conservative approach since a higher percentage would result in fewer trips generated by the project.

Responding specifically to the citations from the report “Travel Characteristics of TOD in California” submitted by Mr. Frank, the entire site is within the half-mile radius (2,640 feet) referred to in the report. Also, the central point of the development is well within 2,000 feet and within one-half mile. “Entrance of site building” is most likely a reference to sites with a single building, such as an office, not the entrances to individual houses as Mr. Frank states.) Therefore, the trip reductions for transit use for the entire site are appropriate. Finally, the proposed improvements to Central Expressway (see **Response 197**) will reduce the pedestrian walking distance across Central, providing a greater sense of safety and comfort for pedestrians than now exists.

Comment 193 – Not Transit Oriented Development

Commenters questioned whether it was appropriate to describe the Project as transit oriented development. [McBain (42h, EPC2-8); Rose (43b, 43q); Greenmeadow (37j); Rajan (23b)]

Response 193

There are many books and reports that describe transit-oriented development. Although there is no one “official” definition, the VTA is a recognized local authority on this subject and has published a “Best Practices Guide for Integrating Transportation and Land Use” (which has been endorsed by the Mountain View City Council). On February 16, 2006, the VTA commented (in the attached letter) that the Mayfield site is a “prime opportunity for transit-oriented development” and appears to “embrace” the concept of incorporating high density and pedestrian linkages with nearby transit service. The letter cited the importance of landscaping, pedestrian level lighting and a feeling of safety to encourage walking; the value of landmark features at the Mayfield intersection to identify it to passing vehicles as a heavily used pedestrian crossing; the benefits of a grid-type street layout (to provide multiple travel routes) and other features which have been incorporated into the objectives, standards and guidelines for the Mayfield Precise Plan.

The following responds to specific comments suggesting that the Project does not qualify as transit oriented development.

- Although Central Expressway may be viewed as a physical and visual barrier, a mitigation measure in the EIR requires improvements that will result in a more friendly and safe environment for pedestrians and bicyclists. (See **Responses 168 and 205**)
- The new baby bullet trains have no impact on the ability to walk to the train station.
- Although the new baby bullet schedule has resulted in reduced service at the San Antonio station (some trains skip the stop), increasing the housing supply adjacent to the station, as this Project does, will increase demand and may warrant more frequent stops in the future (see letter from VTA).
- The Project is not “oriented away” from Central Expressway. The sound wall is only about 100 feet in length and is an extension of the existing sound wall on Central Expressway.

Comment 194—Distribution, Local Destinations, Different In/Out Splits

Several commenters submitted that the EIR should explicitly state what assumptions were used to assign these percentages and why the values differ between the Current and Amended Plans. It was noted that the office and residential land uses have different inbound and outbound splits. The SB 101 traffic at Old Middlefield and Charleston ramps should be addressed. The DEIR assigns half of the inbound trips from US 101 to the neighborhood streets and needs to show how the rest of the inbound traffic from US 101 will impact neighborhood streets. The EIR should incorporate all school related trips since they impact local streets and most parents drop their kids off and then go to work. [Reid (18a, 18d, 18g, EPC2-5); Greenmeadow Community Association Civic Affairs Committee (37h, EPC1-1, EPC2-11); McBain (42i); Caporgno (64l), Jordan (45a, 45c)]

Response 194

The third paragraph on page 4.12-30 states the factors that were used to develop the trip distribution percentages for the Current Precise Plan. The differences in the trip distributions between the Current and Amended Plans reflect the two different land uses: office and residential, each of which has different travel patterns. Peak hour traffic to/from the Current Precise Plan (office use) primarily originates from residential areas in the surrounding communities and region. Peak hour traffic to/from the Amended Precise Plan (residential uses) would be destined for employment centers, schools, retail, and recreation areas.

The difference in the inbound and outbound directional splits between the office (which is primarily inbound during AM and outbound during PM) and residential uses (which is primarily outbound during AM and inbound during PM) are accounted for in the trip generation estimates and are therefore reflected in the intersection level of service calculations.

See **Response 172** for a discussion of impacts to US 101 freeway ramps at Old Middlefield Way. See **Response 198 (#2)** for discussion of impacts to other US 101 freeway ramps.

The inbound US 101 traffic that is not traveling on the neighborhood streets would travel on the major roadways (i.e Old Middlefield, San Antonio, Rengstroff, and Central) to the site. The commenter indicates that the school trips ultimately are destined for areas outside of the neighborhood after parents drop off their children. The trip distribution figures, **Figures 4.12-8 and 4.12-11**, reflect external destinations and thus account for school to work trips.

Comment 195 – Projected Use of Underpass Distributions

The description of trip distributions of the existing and proposed uses (provided on page 4.12-30 and 4.12-35) has no reference to the percentage of traffic that uses/will use the underpass. The trip assignments shown on **Figures 4.12-9 and 4.12-12** are less than the estimated trip generation of the current and proposed uses, respectively. If it is assumed that the trip difference uses the underpass and other local streets, the percentages of traffic that use/will use the underpass should be provided. It should also be noted that there is no indication of the

underpass usage by the general traffic from the nearby areas. [Caporgno (64m); Rosewalk Homeowners Association (36a, EPC2-12); Greenmeadow (37y, EPC1-1, EPC2-11)]

Response 195

Based on the trip assignment, approximately 5 to 8 percent of Current Precise Plan trips will use the San Antonio Road underpass. Approximately 7 to 8 percent of the Amended Precise Plan trips will use the San Antonio Road underpass.

Please see **Response 207** for a discussion of existing underpass usage by general traffic from the nearby areas.

Comment 196—Check Volumes

Two commenters requested that volumes shown on **Figures 4.12-10** and **4.12-13** be double-checked. For example, the northbound left-turn movement on Middlefield Road (westbound in the report) at San Antonio Road should be 360(414) (i.e., not 330(400)) under Current conditions, and 301(415) (i.e., not 301(401)) under Project conditions. There are also some minor imbalances between the intersection volumes even where there are no intermediate driveways to absorb the difference.

The volumes in **Table 4.12-13** do not correspond to the volumes presented on **Figure 4.12-15**. The table lists 90 added trips to Victory and the figure shows 130 trips. The EIR should contain all collected data related to neighborhood volumes. [Caporgno (64n); Greenmeadow (37u); Reid (18b, EPC2-5)]

Response 196

The volume figures for Background Conditions and Project Conditions (with Current and Amended Plan) have been checked. Please see **Chapter 5.0** for the revised **Figures 4.12-7, 10, and 13** reflecting corrections. Some of the volume imbalances can be attributed to counts conducted in different years or counts conducted with different peak-hour start times. The volume figure corrections do not result in any change to the findings or the analyses.

The Current and Amended Precise Plan trips were incorrectly reported in the table on the two segments of Alvin. Please see page 4.12-51 in **Chapter 5.0** for the revised table. With the revised numbers, the resulting conclusions do not change.

The traffic count sheets for the neighborhood streets are provided in **Appendix A** of this document.

IMPACTS AND MITIGATION

Comment 197—Station Access Study Improvements

Please clarify nature of at-grade improvements along project frontage that are consistent with the Station Access study. [**Guerra (49z15, 49z16); Greenmeadow (37j); Greene (EPC2-25); Brown (EPC2-35)**]

Response 197

A supplemental study (Caltrain Station Access Study) was conducted to improve pedestrian access to the Caltrain station located between Central Expressway and Showers Drive. A copy of the study is included in **Appendix B**.

Implementation of the Amended Precise Plan/Development Project is expected to generate 30 to 50 new peak-period pedestrian trips to the Caltrain station based on the VTA guidelines for trip reductions and ambient transit use in Santa Clara County. Additional pedestrian/bicycle trips may use this crossing to access areas south of the Caltrain tracks. The Station Access Study concluded that at-grade improvements could be at the Mayfield Avenue/Central intersection to reduce the crosswalk length and enhance pedestrian safety. The improvements included:

- Narrowing the center median
- Shifting westbound lanes approximately 20 feet to the south
- Adding a right turn lane from Central Expressway to Mayfield
- Adding a bicycle lane to the intersections westbound approach and departure

- Realigning the Central Expressway crosswalk to be perpendicular to travel lanes
- Eliminating the deceleration lane between Mayfield Avenue and off-ramp to San Antonio Road
- Modifying bicycle lane at off-ramp to San Antonio Road to conform with County standards

These improvements would narrow Central Expressway at Mayfield Avenue and shorten the length of the crosswalk across Central Expressway from 130 to 90 feet. The narrowed crosswalk will require less green time for the traffic signal to serve pedestrians that cross Central Expressway and the signal would operate more efficiently and with less delay for vehicular traffic.

The proposed improvements are required as a mitigation to facilitate pedestrian movements from the Project to the Caltrain station under **Mitigation Measure 4.12-7** and are shown in **Figures 4.12-16** and **4.12-16a** in **Appendix A**. Further refinements can be made at the design stage, including a modification to the median width and the addition of pedestrian count-down signals. In addition, the City Council indicated at a study session on March 21, 2006 that it was in favor of a tunnel being constructed under Central Expressway. Implementation of a tunnel would require further studies. If the Council chooses to pursue the tunnel project after the studies have been completed and within the time frame of the construction of the Mayfield Project, consideration could be given to transferring funding for the at-grade improvements to the cost of the tunnel.

Comment 198 – Caltrans

Caltrans recommended the use of the Department's Guide for Preparation of Impact Studies. Caltrans requested additional analyses:

1. Cumulative Year 2015 freeway segment analysis on US 101 for the limits specified in **Table 4.12-6**. Impacts and mitigation measures should be identified.
2. Ramp analysis for on and off ramps at SB US 101/San Antonio Road. Impacts and mitigation measures should be identified.

3. 95 percent queue analysis for intersections 1, 3, 9, and 14. Provide mitigation if storage length cannot be accommodated.

Project should pay fair share contribution towards future improvements on US 101 and El Camino Real. [Sable (9a, 9b, 9c, 9d, 9e)]

Response 198

The traffic study was conducted in accordance with both the City of Mountain View and City of Palo Alto guidelines, which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority (VTA). The Draft EIR describes the traffic analysis methodology in **Section 4.12.3**, the traffic analysis of project impacts in **Section 4.12.9**, and corresponding mitigation measures in **Section 4.12.9 (Mitigation Measure 4.12-1 through Mitigation Measure 4.12-19)**. Caltrans facilities were evaluated in accordance with the VTA guidelines.

1. The analysis of Project impacts was conducted under Project (Year 2010) Conditions and cumulative conditions were evaluated for 2015 (see Section 4.12.10). This analysis period is consistent with VTA guidelines.
 - a. The existing LOS for the freeway study segments is LOS F. According to the significance criteria presented in section 4.12.9.1, the project would have to add more than 1 percent of freeway capacity to have a significant impact.
 - b. The Amended Precise Plan adds less than 1 percent of the freeway segment capacities under Year 2010 Project Conditions. As stated on page 4.12-49, freeway impacts with the Amended Precise Plan are less than with background conditions (Current Precise Plan) and the impacts are less-than-significant under Project Conditions. Thus, the impacts under any cumulative scenario (Year 2015) are also less-than-significant.
 - c. VTA guidelines do not require analysis of freeway impacts for future horizon years (i.e. 2015) beyond Project Conditions.
2. The VTA guidelines do not require analysis of freeway ramps for development projects. Also, the freeway impacts with the Amended

Precise Plan are less-than-significant (see Response 1b above). Therefore the impacts to the freeway ramps are also less-than-significant and no mitigation measures are required.

3. The proposed Project (Amended Specific Plan) reduces the overall trip generation of the site compared to the Current Precise Plan; therefore, queuing will be equal to or less than under the background (Current Precise Plan) conditions at these intersection locations and the project would not result in an increase in queuing or in a significant impact.

Since the impacts to the freeway and to intersections on El Camino Real with the Amended Precise Plan are less-than-significant (see **Tables 4.12-11, 4.12-12, and 4.12-15**). Consequently the Project does not require mitigation and a “fair-share” mitigation is not warranted.

Comment 199—Freeway Ramp

The Charleston southbound on-ramp is severely impacted during rush hours. This ramp should be closed and replaced with new southbound on-ramp from San Antonio Road onto Southbound 101. Developer should contribute to fund for this improvement. **[Keller (29)]**

Response 199

See **Response 198** for discussion of impacts to US 101 freeway ramps.

The on-going 2020 Peninsula Gateway Study, prepared by six agencies (C/CAG, VTA, Cities of Mountain View, Palo Alto, East Palo Alto, and Redwood City), has identified closure of the Charleston Road on-ramp and creation of a nearby direct ramp connection from San Antonio Road to southbound US 101. The study has not formally adopted any specific improvements within the study corridor that extends from Mountain View to Redwood City and includes the Dumbarton Bridge approaches. At this point in the Peninsula Gateway study, the proposed ramp modifications at San Antonio Road and US 101 interchange have only been studied at the conceptual level. Further study would need to be conducted by the six agencies listed above to determine the environmental and financial feasibility of these improvements. Ultimately, the improvements would have to be formally

adopted by the local jurisdictions along with a funding mechanism. Since there are no identified project impacts at this location and no planned/programmed improvement, mitigation for the project is not required. Moreover, neither Palo Alto nor Mountain View have adopted a fee program to which the developer could contribute funds toward the cost of any future improvements at this location, even if the Project resulted in significant traffic impacts (which it does not).

Comment 200 – Greenmeadow Neighborhood Analysis

Several commenters suggested that the traffic from the Project will cut through the Greenmeadow neighborhood if a left turn is allowed at Nita Avenue. They also requested that a Traffic Infusion on Residential Environments System (TIRE) analysis be conducted to determine whether this would cause impacts on neighborhood streets, particularly Briarwood and Nelson. The commenters cited specific destinations in Palo Alto that may attract cut-through traffic and concerns that the project will result in an increase in traffic on Palo Alto neighborhood streets. Hausner Middle School students will be impacted by increased traffic. [Lesti (EPC2-18); Gruber (8); Rajan (23a, 23c); Greenmeadow (37d, 37e, 37p, 37t, EPC1-1, EPC2-11); Erlandson (EPC2-2); Caporgno (64o); Vanacek (50b,f); Mangan (51b,f); Claussen (52b,f); Lieberman (53b,f); Robare (54b,f); Billat (55b,f); Richter (56b,f); Jang (57b); Florian (58b,f); Shih (59b,f); Khetrpal (60b,f); Horstman and Shrimali (61b,f); Schnipper (62c,h); Goyal (63b,f); Taylor (27); Whittum (24)]

Response 200

In response to comments received on the Draft EIR, a TIRE Index analysis was prepared as described below. Based on the TIRE Index analysis, the Project trips would not exceed the 0.1 threshold of change and therefore there would not be a significant impact on neighborhood streets.

A TIRE Index analysis was prepared for three roadways within the Green Meadows neighborhood in accordance with the City of Palo Alto significance criteria. Roadway segment counts were conducted at three locations within the Green Meadows neighborhood. The 24-hour machine counts were conducted

over a three day period – Tuesday, Wednesday and Thursday. The locations and dates of the counts were:

- Nelson Drive between Charleston and El Capitan (Feb. 7 – 9, 2006)
- Briarwood west of San Antonio Road (Feb. 7 – 9, 2006)
- San Antonio Road (frontage) north of Briarwood (March 7 – 9, 2006)

The daily traffic volumes and three-day averages are shown in **RTC Table 4-2** below:

**RTC Table 4-2
Daily Traffic Volumes**

Location	Daily Traffic Volumes (two-way)			
	Tuesday	Wednesday	Thursday	3-Day Average
Nelson Drive	1,796	1,839	1,856	1,830
Briarwood	456	456	497	470
San Antonio Road	1,288	1,250	1,280	1,275

Source: Fehr & Peers 2006.

At present the final status of the underpass has not been determined; therefore, the cut-through analysis presented below describes the potential for traffic traversing the Greenmeadow neighborhood considering that one of the two conditions may exist once the proposed project is completed: (1) underpass remains open and no left-turn is provided at Nita and (2) the underpass is closed and a left turn is provided at Nita.

Potential Eastbound Cut-Through Paths

Assuming that the underpass remains open, inbound site traffic could traverse from Charleston Road to the site using the following paths:

- Nelson / Shasta / MacKay / San Antonio (frontage), or
- Nelson / Shasta / Ferne / Briarwood, or

- Nelson / Parkside / Scripps / Ferne / Briarwood.

If the underpass is closed, vehicles using the routes listed above would be forced onto Alma/Central and access via the Mayfield Avenue/Central intersection. Therefore, closure of the underpass would reduce the likelihood of this cut-through movement.

Potential Westbound Cut-Through Paths

Assuming that the underpass remains open, outbound traffic exiting the project cannot easily access the Greenmeadow neighborhood unless they make an illegal traffic movement; therefore, there would be no cut-through traffic in the outbound direction using the underpass. The only way for the proposed project traffic to cut-through the Greenmeadow neighborhood in the westbound direction would be to exit the site at Mayfield and enter Greenmeadow neighborhood via the Alma Street/San Antonio Road intersection. Again, this routing would reduce the desirability of this cut-through movement.

If the underpass were closed and the Nita/San Antonio Road intersection was modified to allow left-turns onto southbound San Antonio Road, traffic from the site could use the following routes to traverse from San Antonio Road to Charleston:

- Briarwood / Ferne / Scripps / Parkside / Nelson, or
- Briarwood / Ferne / MacKay / Shasta / Nelson, or
- San Antonio (Frontage) / MacKay / Shasta / Nelson.

The last route requires drivers to execute a difficult right-hand U-turn at the intersection of Briarwood/San Antonio Road. All of these routes require cut-through vehicles to negotiate multiple turns to pass through the neighborhood.

Potential Destinations of Cut-through Traffic

Based on comments made by the Greenmeadow residents, cut-through traffic would use neighborhood streets to avoid congestion at the intersections of the major roadways such as Charleston/Alma, Middlefield/San Antonio, and

Middlefield/Charleston. Destinations of cut-through trips suggested by the Greenmeadow residents included:

- Jane Lathrop Stanford (JLS) Middle School on Meadow Avenue/Waverly
- Hoover Elementary School on Charleston Road
- Fairmeadow Elementary School on Meadow Avenue next to JLS
- Greendell Elementary School on Middlefield between San Antonio & Charleston
- Challenger School on Middlefield Road west of Charleston
- Piazza's Grocery – Charleston Center
- Peet's Coffee – Charleston Center
- Cubberley Community Center on Middlefield Road
- Mitchell Park (access from Middlefield Road and East Meadow Avenue)
- Mitchell Park Library (primary access from Middlefield Road)

Five of the destinations listed above are schools and three are part of the Palo Alto Unified School District (PAUSD). The majority of the dwelling units in the proposed project will be within the Mountain View school district; therefore, the volume of traffic accessing the PAUSD sites will be limited. The two private schools, Greendell and Challenger, both front on and have access from Middlefield Road. While there may be some advantage to cutting through the Greenmeadow neighborhood to access the Challenger School, there appears to be minimal advantage when accessing Greendell School from the Project site.

Some future residents might cut-through Greenmeadow to access Charleston Center to shop at Piazza's, Peet's Coffee or other businesses located in the shopping center. However, Mayfield residents have other shopping opportunities at grocery stores, coffee shops, etc. that are within a similar travel distance, which would reduce the potential for cut-through trips.

While it is possible to park on and access Cubberley Community Center (as a pedestrian) from Nelson, all of the on-site parking is accessed directly from Middlefield Road. Similarly, access to Mitchell Park and the Mitchell Park Library are from Middlefield Road and East Meadow. The need to access these sites from Middlefield may reduce advantages of the cut-through routes. In addition, there will be parks provided in the development. The majority of the residents will live in Mountain View and have access to Mountain View's downtown library.

For the purposes of the TIRE index analysis only, it was conservatively estimated that up to four percent of the total daily project traffic might use these cut-through routes to access nearby destinations. This estimate assumes that a portion of the traffic assigned to Middlefield Road, Alma Street, and Charleston/Arastradero Road would use local streets to access their final destinations. **RTC Table 4-3** summarizes the results of the TIRE index analysis based on the average daily traffic counts and assuming that up to four percent of the daily traffic passes through the neighborhood. The analysis assumes a 50/50 split in terms of eastbound and westbound traffic. The analysis also assumes a 50/50 split for traffic using Briarwood and San Antonio Road. The split between Briarwood and San Antonio Road assumes that most westbound cut-through would use Briarwood and most eastbound traffic would use MacKay/San Antonio.

RTC Table 4-3
TIRE Index Calculations for Existing & Amended Project Conditions

Location	Lanes	Existing		Project	Existing + Amended Project		0.1 Change in TIRE Index	
		ADT	TIRE Index	Trips	ADT	TIRE Index	Volume	Impact
Nelson e/o Charleston	2	1,830	3.3	130	1,960	3.3	500	No
Briarwood w/o San Antonio	2	470	2.7	65	535	2.7	114	No
San Antonio Road n/o Briarwood	2	1,273	3.1	65	1,338	3.1	290	No

Source: Fehr & Peers 2006.

Based on the TIRE Index analysis, the project trips would not exceed the 0.1 threshold of change and would not be considered significant. Therefore, the Project would not result in any new or substantially more severe environmental impacts and no additional mitigation is required.

Comment 201 – Traffic Calming Improvements

Several commenters suggested traffic calming improvements on Monte Loma neighborhood streets (i.e. Dell Avenue, Victory Lane, Thompson, and Whitney) to discourage cut-through traffic. Potential improvements could include a 3-way stop sign at Whitney/Anna, speed humps similar to those on Thompson Avenue, or the proposed traffic circles on Mayfield. A marked crosswalk at Nita/A Avenue intersection may slow drivers coming around the Nita curve from San Antonio. A person associated with the applicant said the offset at Avenue A/Avenue B was intended as a traffic calming measure and elimination would not achieve reduction in vehicle speeds. **Mitigation Measure 4.12-12** is imprecise. [Ng (7e); Perry (13); Lohman (15a); Reid (18k, EPC2-5); Rose (43h); Guerra (49z19), Ericksen (48l, 48z18)]

Response 201

The City of Mountain View has a Neighborhood Traffic Management Program (NTMP) that addresses neighborhood street concerns such as speeding, cut-through traffic, or installation of traffic calming devices. The residents can make use of this program to have existing concerns or issues evaluated and seek approval of traffic calming measures. See also **Response 202** concerning Monta Loma Neighborhood Impacts and Safety for information regarding future traffic calming measures.

It should be noted that traffic calming measures to discourage cut-through traffic entering the Monta Loma neighborhood may also make it more difficult for current residents to travel through the Project site. As noted in **Response 202**, the Amended Plan would not generate a greater impact on the neighborhood street system than reoccupancy of the existing facilities. Therefore, the Project would

not result in any significant impacts and the traffic calming mitigation measures requested by the commenters are not required.

Mitigation Measure 4.12-12 recommended realignment of the Avenue A/Avenue B to eliminate the offset. This recommendation is required to provide improved sight distance. The closely spaced offset intersections may contribute to an increase in accident rates due to the unusual configuration. Closely spaced intersections (less than 150 feet apart) are typically not recommended as traffic calming measures or as standard intersection design.

Comment 202 - Monta Loma Neighborhood Impacts and Safety

Several commenters expressed concerns regarding the adequacy of the neighborhood street analysis for the Monta Loma neighborhood. Specific concerns were expressed over the estimated level of increased traffic that would traverse the local streets. Increased traffic would affect safety of pedestrians walking in neighborhood. [Reid (18c, 18d, 18e, 18f, 18g, 18h, 18i, 18j, EPC2-5); Kostinsky (19a & 19b); Rose (43h); Lou and Lee (46k); Ericksen (48l)]

Response 202

In general, predicting the amount of traffic that could divert to specific neighborhood street segments with implementation of the Project and/or due to increased congestion on adjacent roadways is highly speculative. This is particularly true of facilities that may serve as commute routes during peak travel periods. For the purposes of the Draft EIR, the local street analysis estimated the potential level of trips using local streets for both the Current Plan and the Amended Plan. These estimated trips were then compared to the existing level of traffic in the neighborhood. These results were presented in **Table 4.12-13**.

CEQA requires that a comparison be made between the relative change between the Current and Amended plans. The residential uses proposed in the Amended Plan will generate fewer trips during the peak hours and on a daily basis. Therefore, the Amended Plan would not generate a greater impact on the local street system than reoccupancy of the existing facilities.

It was noted that HP voluntarily implemented programs to discourage employees from using the local streets; however, there are no formal conditions of use attached to the property that require a new office tenant to implement such a program. In addition, even if voluntary programs are implemented, the effectiveness of such will vary based on the traffic conditions on adjacent facilities. Therefore, reuse of the existing building was assumed to increase the volume of traffic using the local streets using the same approach as the residential trips from the Amended Plan.

Monta Loma streets would experience an increase in traffic over existing levels with the implementation of the Amended Plan. Based on the local street analysis, several roadways are close to meeting the 25 percent volume increase threshold as indicated on **Table 4.12-13**. Therefore, due to the speculative nature of the roadway analysis, it is recommended that the Project sponsor work with City of Mountain View staff to evaluate neighborhood traffic patterns and implement traffic calming improvements by developing and maintaining the following program:

- Monitor two-way traffic volumes on up to nine street segment locations annually for five years once the Project has been completely occupied.
- Provide data to City staff and prepare a report summarizing data. The monitoring and report preparation should be performed by an independent third party.
- If the traffic monitoring shows that one or more of the local roadways exceed the City's guidelines, initiate a Neighborhood Traffic Management Plan (NTMP) analysis for the affected roadways. Under the NTMP, the City would hold a meeting with the residents on these streets to discuss options for traffic control devices. Then, residents of the affected streets would be mailed a ballot allowing them to approve or disapprove the recommended device(s). If 67 percent or more support the installation of the device, the recommendation would go to the Council Transportation Committee for approval and the device would be installed. The applicant will provide funding for the installation of the traffic calming devices on residential streets. The applicant's obligation for design and installation will be limited to

devices allowed under the NTMP (e.g., speed and warning signs, speed humps, chokers and bulb-outs, traffic circles, forced channelization, etc.)

Comment 203 – Nita Left-Turn and Demand

Permitting exiting Nita traffic to turn left onto San Antonio could adversely affect traffic on a congested roadway and degrade the level of service rating. Cut-through traffic would increase in the Green Meadow neighborhood. Provide justification for estimated number of outbound left-turns at Nita. [Ragan (23a); Marquart-Cottrell (28e); Caporgno (64q, 64r); Rosewalk Homeowners Association (36e, EPC1-7, EPC2-12); Greenmeadow (37g, 37z2, EPC1-1, EPC2-11); Riciputi (38b, EPC 2-3); Henderson (41d); Ericksen (48m), Samuels (EPC1-7); Erlandson (EPC2-2)]

Response 203

As stated on page 4.12-59, “Additional delay for San Antonio Road vehicles would result due to the added signal phase; however, the intersection would still operate at an acceptable level of service.”

The estimated amount of outbound left-turns is based upon the amount of traffic headed to southbound San Antonio Road. In order to account for the existing volume of traffic using the underpass, counts were conducted over a three-day period. These counts showed that on average approximately 30 vehicles use the existing underpass during the AM and PM peak hours (See **Response 207** for additional information relating to existing daily traffic volumes for the underpass). These trips were added to the analysis and the intersection operation was evaluated. The intersection continues to operate at an acceptable level of service.

Comment 204 – Diverted Traffic With Signal at Nita/San Antonio

The commenters suggested that changes to the signal phasing at Nita Avenue could encourage/divert more traffic to use San Antonio Road, especially since the stop controlled intersection of Thompson Avenue/Central Expressway is expected to operate at LOS "E" and "F" under future traffic conditions. Also the

outbound left-turn pocket on Mayfield Avenue at Central Expressway is expected to exceed its maximum queue capacity. **[Caporgno (64q); Rosewalk Homeowners Association (36e, EPC1-7)]**

Response 204

The proposed signal phasing at Nita Avenue/San Antonio Road could encourage more traffic to use San Antonio Road. Currently the outbound Nita Avenue approach is stop-controlled and drivers may avoid this intersection since they have to yield to San Antonio Road traffic.

The operations at the Thompson/Central intersection would have minimal affect on the distribution of traffic within the Project site and impacts to the residential streets, since the level of service is based on the side street movements not the through movements on Central Expressway. While the outbound queues at the Central Expressway/Mayfield Avenue intersection are estimated to exceed the proposed storage pockets, a double left-turn and a right-turn lane are recommended to provide additional storage. The intersection will also operate at overall acceptable levels of service as described in the Draft EIR.

Comment 205 – Bike Access at San Antonio/Nita

Comments were raised that bicycle access at the San Antonio/Nita intersection needs to be improved such as the improvement similar to one provided along Bryant Street where it crosses Embarcadero. **[Caporgno (64u); Rosewalk Homeowners Association (36a); Greenmeadow Community Association Civic Affairs Committee (37w); Arnone (47a, 47b, EPC2-15); Ericksen (48z17); Meyer (17c); Vanacek (50a); Mangan (51a); Claussen (52a); Lieberman (53a); Robare (54a); Billat (55a); Richter (56a); Florian (58a); Shih (59a); Khetrapal (60a); Horstman and Shrimali (61a); Goyal (63a)]**

Response 205

Two added figures, **Figure 4.12-16** and **Figure 4.12-16a**, illustrate the bicycle accommodations at Nita with and without an outbound left-turn lane. The figures can be found in **Chapter 5.0** of this document. **Mitigation Measure 4.12-6** has been revised to accommodate bicycle crossings at the San Antonio

Road/Nita Avenue intersection. As shown on revised **Figure 4.12-16a** bicyclists will be able to ride across the intersection to enter the Greenmeadow neighborhood. The Project applicant will work with City of Palo Alto staff to ensure appropriate bicycle access to the San Antonio Road (frontage) from the intersection.

Comment 206 – Underpass

Several commenters requested mitigation to keep the San Antonio Road underpass open. Some commenters indicated that the EIR fails to recognize that the underpass does not meet current earthquake standards.

Toll Brothers does not believe that it is appropriate for the HOA to be responsible for the ownership and maintenance of existing public improvements. The underpass is on publicly owned property within the City of Palo Alto and it is within the right-of-way of the San Antonio Road underpass. The underpass has been maintained as a public street since at least 1982. It appears the underpass is a public right-of-way based on the reasons discussed above. [Caporgno/City of Palo Alto; Greenmeadow (37z1, EPC1-1); McBain (42h); Arnone (47a, 47b); Ericksen (48m, 48z24); Erlandson (EPC2-2); Guerra (49z18); Riciputi (38b); Rosewalk Homeowners Association (36e); Frank (34a); Rajan (23a)]

Response 206

The City of Palo Alto has determined that the existing underpass is located on City property, but that the underpass was constructed under the provisions of an encroachment permit issued to the Mayfield shopping center developer (which previously occupied the Project site) and was to be maintained by the shopping center developer. The City of Palo Alto has no record of having ever maintained the underpass.

Mitigation Measure 4.12-11 has been revised to outline the specific steps that must be taken to ensure that the underpass is retained as an access point to the site including evaluating its structural condition, making necessary repairs, installing “low clearance” signs and making arrangements for permanent maintenance of the roadway surface, sidewalks and lighting, graffiti abatement

and repair of damaged concrete. Please see revisions to page 4-12-59-61, including **Mitigation Measure 4.12-11** in **Chapter 5.0**.

Comment 207 – Underpass Usage

A count for the existing underpass usage is not included. [Riciputi (38b, 38i, EPC2-3); Henderson (41d)]

Response 207

New 24-hour counts were conducted over a 3-day period (Tuesday to Thursday) to document the existing traffic flows using the underpass in order to provide further clarification of traffic impacts at this location. The two-way daily traffic flow ranges from 350 to 380 daily trips. The daily flow eastbound (into the site) was approximately 155 trips and westbound (to southbound San Antonio) averaged approximately 210 trips. Peak hourly flows in the eastbound direction occurred in the PM peak when 30 vehicles entered the site. Peak hourly flows in the westbound direction to San Antonio Road occurred in the AM peak hour when 30 vehicles exited the site. As stated in Response 201, the Project would not result in any new or substantially more severe environmental impacts.

Comment 208 – Student Generation Numbers

A commenter referring to page 4.12-51 of the Draft EIR requested the source of the student generation numbers referenced in the first paragraph on this page. The commenter requested more specific information on the breakout of students (K-5, 6-8, 9-12). [Ericksen (z16)]

Response 208

The student generation numbers are taken from **Section 4.11** of the Draft EIR. The sources for these numbers, along with a projected breakout of students by grade, are provided on pages 4.11-29 to 4.11-31 of the Draft EIR.

Comment 209—Caltrain Comments

A comment was raised regarding the impact of Caltrain providing four tracks through the Mountain View area. Two concerns were raised. One was related to the operation of the intersections with railroad crossings such as Rengstorff and Charleston. The other comment was the future status of the pedestrian underpass at the San Antonio Station. [Erickson (48z24, EPC2-6)]

Response 209

The plan to widen the Peninsula Corridor to four tracks is the long-range plan for Caltrain in order to accommodate the future high-speed rail service. Please see **Response 137** for more information regarding future high-speed rail service. Caltrain recently made improvements to widen some segments of the corridor to three- or four-track configurations. By adding these “passing tracks”, Caltrain was able to initiate the Baby Bullet service in the corridor. Due to right of way restrictions within Mountain View, no widening is planned unless and until the high speed rail project is implemented at some time in the future. In order to operate high speed rail, all existing at-grade crossings will have to be eliminated by constructing grade separations. The City of Mountain View has already studied options to grade separate the intersection of Rengstorff/Central in order to improve the local street operations. A grade separation at Rengstorff/Central was included in the Santa Clara County Expressway Study.

The railroad underpass at the San Antonio Station was recently repaired as a part of the Caltrain Station Improvement Program. Caltrains prefers to have grade separated crossing for pedestrians for safety reasons. The existing underpass was designed to accommodate three-tracks and would have to be reconstructed if four-tracks are constructed in this area. Again, the likely implementation of four-tracks in this area would be in conjunction with the high speed rail, which would also require that pedestrian crossing be grade separated and would be implemented irrespective of the proposed project.

Comment 210—Caltrain Safety

The commenter stated that, “new developments may increase traffic volumes not on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.” “Of specific concern is that the project will increase trespassing onto the Caltrain Mainline as residents of the project attempt to access retail destination west of the railroad tracks.” “Safety improvements should be considered when approval is sought for the new development.”

[Boles (2a, 2b, 2c)]

Response 210

While some vehicle trips generated by the site will utilize at-grade crossings of Caltrain, pedestrian trips will cross the Caltrain tracks at the San Antonio station grade separation. See **Response 197** for description of proposed pedestrian safety and access modifications to the San Antonio Station.

Comment 211—Coordination with Bicycle/Pedestrian Advisory Committees

Several commenters submitted that review and discussion with Mountain View and Palo Alto Bicycle/Pedestrian Advisory Committees should occur early and often when developing detailed plans. Further information is necessary to clarify the nature of the San Antonio station access improvements as the report is not available and such improvements may not be consistent with the design of the Precise Plan streets and circulation system. **[Meyer (17d); Ericksen (48v); Guerra (49z17)]**

Response 211

Detailed site plans will be required when the development applications are submitted to the cities of Mountain View and Palo Alto. It is anticipated that both cities’ bicycle advisory committees will have an opportunity to provide specific comments on the proposed bicycle and pedestrian improvements in the public right-of-way. On February 20, 2006, the Mountain View Bicycle and Pedestrian Advisory Committee reviewed the station access improvements and

made recommendations that have been incorporated. Recommendations with respect to bicycle and pedestrian circulation are provided in **Mitigation Measures 4.12-7 to 4.12-9**.

Comment 212 – California/San Antonio Impacts

Impacts at California/San Antonio were underestimated according to the commenter. During peak hours, vehicles turning left to California back up beyond the left-turn lane into the passing lane just below the crest of the San Antonio Road overpass. Cars heading west on San Antonio can't see stopped cars until they are beyond the crest of the overpass. This situation will worsen with the proposed Project and other developments. **[Murphy (33c, 33e)]**

Response 212

Field observations indicated that the southbound left-turn pocket experienced heavy demand at this location as discussed in Section 4.12.4.3. Queuing does extend out of the left turn storage lane. The City of Mountain View Public Works can make adjustments to the signal timings to provide additional green time to the southbound left-turn movement.

Comment 213 – Additional Traffic No Mitigation

Most intersections are operating at LOS E or F. Additional traffic from the project will push intersections to gridlock. **[Greenmeadow (37n); Ericksen (48z24)]**

Response 213

As stated on page 4.12-46, "Impact 4.12-2: Implementing the Amended Precise Plan/Development Project would reduce the number of trips and therefore the vehicle delay at several CMP, City of Mountain View and City of Palo Alto intersections that are projected to operate at LOS E or F with reoccupancy of the existing buildings as allowed under the Current Precise Plan. (LTS)"

Comment 214—Santa Clara County

The commenter submitted the following comments:

1. Thompson/Central Expressway should be further evaluated to close the median opening or for signalizing this intersection. Signalization does not meet the County's minimum distance criteria of half a mile from a nearby signal. Impacts of median closure to traffic circulation in the area should be included.
2. Improvements to the southbound right turn at Rengstorff/Central may help to reduce cut-through traffic. Most of the traffic into the neighborhood avoids the Rengstorff/Central intersection due to long delays.
3. Central and Mayfield intersection will be coordinated to work on a master/slave type of operation with Rengstorff. Cycle length will be based on traffic on Central during peak periods with longer pedestrian crossing delays.
4. Buildings near the intersection should be set back so pedestrian under/over-crossing is still possible in the future.

[Yeung (12a, 12b, 12c, 12d)]

Response 214

1. The peak-hour signal warrants were evaluated in the Draft EIR at this intersection and signalization is warranted under Year 2015 Conditions. Monitoring of the Central/Thompson intersection for future traffic signal installation, as indicated on page 4.12-74, was included to determine when traffic levels would reach thresholds that warrant signalization. Two signalized intersections in the vicinity of the Project site current do not meet the County's minimum distance criteria. The Alma/San Antonio (frontage) signal is located approximately 0.25 miles from Central/Mayfield. The Central/Mayfield signal is located approximately 0.5 miles from Central Rengstorff. Closure of the median

island on Central at Thompson was not considered since this would restrict access to/from the Monta Loma neighborhood.

2. Congestion and queuing in the southbound direction at Rengstorff/Central can extend back for a long distance due, in part, to Caltrain operations as discussed on pages 4.12-17 to 4.12-18 of the Draft EIR. Improvement of the southbound right turn is not a viable improvement since right-of-way would be required to provide a dedicated turn lane. Widening of southbound Rengstorff would require narrowing or relocation of the existing sidewalk and modification of the gas station driveways. Even if a southbound right-turn pocket was provided, congestion in the through lanes would block access for southbound right-turns decreasing its effectiveness. As stated on page 4.12-47, traffic with the Amended Precise Plan would reduce delays compared to the background conditions (Current Precise Plan) and therefore there would be less-than-significant impacts. Mitigation is not required at this location. The City of Mountain View is studying a long-term solution to grade separate this intersection, which is consistent with the County's expressway study.
3. No changes to the existing signal timings at Central/Mayfield are proposed. Signal timing adjustments may be appropriate in the future when the at-grade improvements as described in **Mitigation Measure 4.12-9** are implemented.
4. The at-grade improvements described in **Mitigation Measure 4.12-9** will result in a new 30-to 40-foot wide sliver of undeveloped land parallel to Central Expressway which will allow for a future over or undercrossing as described in the Station Access Study. Therefore, it will not be necessary for buildings to be set back farther into the interior of the site.

Comment 215 – Mayfield/Central LOS with Reduced Lanes

No analysis was conducted at Mayfield/Central with the reduction in lanes from three to two. [Riciputi (38f, 38l)]

Response 215

The level of service calculations assumed two outbound lanes for this location under Project Conditions which would result in longer queues than are desirable. **Mitigation Measure 4.12-13** indicates that, to avoid the longer queues, the southbound approach (Mayfield) would need to be widened back to three lanes. As described in the station access study, there would also be a separate bicycle lane.

Comment 216 – Mayfield/Central Queues

The text for **Impact 4.12-13** and **Mitigation Measure 4.12-13** are not clear. Needs to be rewritten for clarity. [Rose (43e); Ericksen (48z20); Guerra (49z20)]

Response 216

The text on pages 4.12-61 to 4.12-62 has been revised to add clarity. Please see **Chapter 5.0** of this document for the revised text.

Comment 217 – Mitigation 4.14 Parking Lot Turnaround

Please clarify why a turnaround is needed. This measure seems to address operational, not environmental issues. [Guerra (49z21)]

Response 217

The turnaround is required to improve circulation for parked vehicles to exit the lot. This evaluation is conducted to evaluate vehicular circulation on-site and is similar to the evaluation conducted to evaluate pedestrian and bicycle on-site circulation.

Comment 218—Realign Internal Intersection

Internal site access to the underpass could be realigned with the corner of Avenue A/ Avenue B in order to address the visibility and operational concerns. [Ng (7e); Caporgno (64r)]

Response 218

Mitigation Measure 4.12-12 on page 4.12-61 addresses the realignment of Avenue A/ Avenue B. See **Response 201**.

Comment 219—Parking

A complete list of the Palo Alto significant impact criteria was previously provided to the traffic consultant. The criteria listed on pages 4.12-44 and 4.12-45 have no reference to potential parking impacts. The EIR should identify where the guest parking will be provided. People taking Caltrain may park in the neighborhood. [Caporgno (64o); Marquart-Cottrell (28d); Ericksen (48u, 48z7, 48z14); Guerra (49z22)]

Response 219

As noted on page 4.12-65 of the Draft EIR, the Project will be required to comply with parking requirements for both jurisdictions. The applicant provided a conceptual site plan for site access and on-site circulation review. A detailed site plan with designated resident and guest parking will be provided at a later date and potential parking shortages will be identified and corrected at that time.

Caltrain provides 200 parking spaces for their riders at the Crossings. If in the future Caltrain patrons park on public streets in the proposed development, parking restrictions may be implemented. The HP site does not provide overflow parking.

Comment 220 – Construction Traffic

The commenter noted “if remediation activities include the need for soil excavation, the CEQA document should include transportation impacts from the removal or remedial activities.” [Tsuji (6)]

Response 220

Mitigation Measure 4.12-19 requires the applicant to prepare a construction traffic management plan that will address impacts with removal or remedial activities associated with soil excavation.

Comment 221 – Construction Plan

The City of Palo Alto wishes to review and approve the logistics plan which evaluates traffic, including truck routes, noise, ground water treatment, etc. associated with the project construction. The City also wishes an analysis of potential pavement impacts (i.e. comparative pavement impact analysis of before and after construction).

A reference to the 10-20 truckloads of construction debris per day that will be hauled off-site should be included on page 4.12-66. [Caporgno (64s); Rosewalk Homeowners Association (36a); Greenmeadow (37v); Ricputi (38c, 38m); Henderson (41b); Arnone (47b); Ericksen (48j, 48n, 48w, 48z1, 48z2) Guerra (49z23)]

Response 221

Mitigation Measure 4.12-19 requires the applicant to submit a construction traffic management plan to both Mountain View and Palo Alto as a condition of approval of a specific development project. The comment regarding construction debris has been added to page 4.12-66. See **Chapter 5.0** of this document for the revised text.

Comment 222—Fair Share Contribution Charleston-Arastradero Corridor

Palo Alto noted that if the Draft EIR traffic analysis assumed deployment of the signal adaptive technology in the Charleston-Arastradero corridor to mitigate cumulative project impacts then a fair share contribution would be required from the project. This requirement would be set as a condition of approval. The commenter suggested the requirements along with a fee estimate be included in the EIR. [Caporgno (64t)]

Response 222

Using the significance criteria established in **Section 4.12.9.1**, the Project would not have a significant project impact on the Charleston-Arastradero corridor under Year 2015 conditions when compared to the Current Precise Plan. Although the Project will contribute incrementally to cumulative congestion in the corridor, its contribution would not be considered significant. Since the cumulative and cumulative with project analyses did not assume the deployment of traffic adaptive signal timings and no impacts were identified, the project would not be subject to this condition of approval by the City of Palo Alto.

Comment 223—Fair Share at Central/Thompson

On page 4.12-48, the Draft EIR indicates that the Project should pay its “fair share” of the cost of a new signal at Central/Thompson, which is estimated at 50 percent. Based on information contained in the discussion, it appears that only 10 AM Project trips and 20 PM Project trips were generated on Thompson and 30 AM Project trips and 15 PM Project trips were generated on Central Expressway (see **Figure 4.12-12**). Significantly higher volumes appear to occur under background conditions (**Figure 4.12-7**). Please clarify the basis that the Project’s fair share is 50 percent. [Guerra (49z14)]

Response 223

The Central/Thompson intersection is operating at unacceptable levels under Background Conditions and the addition of project traffic (Current or Amended Precise Plan) will further exacerbate unacceptable operations. The City of

Mountain View calculates the fair share basis by determining the number of approaches that the project will add traffic. The Project will be adding traffic to two of the three legs (or 66%). The City of Mountain View has determined that the applicant will be responsible for 50 percent of the cost for a new signal.

Comment 224—Central/Thompson Signal and Secondary Impacts

Commenters stated that the EIR needs to evaluate impacts to other roadways with signalization of Central/Thompson. A commentor indicated that Whitney, Lassen, Parker, Hamilton, and Thompson Streets be evaluated. This improvement may increase cut-through through the neighborhood. [Riciputi (38a); Reid (18f); Ericksen (48l); Caporgno (64q)]

Response 224

The installation of a traffic signal at Central Expressway/Thompson Avenue is not expected to generate a significant number of new cut-through trips entering the neighborhood. The existing inbound cut-through movement (southbound left-turn from Central to Thompson) to avoid the left-turn at Rengstorff is currently operating at acceptable levels of service since there are gaps in the northbound flow on Central Expressway. Therefore, the installation of a signal would not substantially increase the attractiveness of the cut-through movement. In addition, vehicles are required to travel over the existing speed humps on Thompson Avenue.

The addition of a signal would reduce delay for outbound left-turns, making it more attractive for traffic going from Thompson to eastbound Central. This may cause drivers within the Monta Loma neighborhood to change travel patterns to use this intersection in order to access eastbound Central Expressway. This shift in traffic would be primarily existing local trips in the neighborhood rather than new cut-through trips. Traffic on some internal roadways as listed in the comment may increase or decrease due to a shift in the travel patterns within the neighborhood.

Comment 225 – Valley Transportation Authority

The commenter associated with the Authority made the following comments:

Site Design

- a. The site offers a prime opportunity for transit-oriented development and land uses surrounding these stations must be developed at sufficient densities to support transit system investments and vibrant community life. We strongly encourage and support local efforts to increase development densities with close proximity to rail transit stations, such as the San Antonio Caltrain Station.
- b. Projects that incorporate high density and pedestrian linkages to connect residents with nearby transit service is particularly important and the proposed project appears to embrace these concepts as portions of the site are within 1/3 mile radius of San Antonio Caltrain Station. The 1/3 mile is not a steadfast rule. Sidewalks or paths that incorporate landscaping, pedestrian level lighting and appear safe will increase the distance that transit riders are willing to walk.
- c. The choice of residential development appears appropriate given the proximity to The Crossings. VTA recommends that highest density buildings be located closer to the station rather than placed at the center of site to increase likelihood of transit use.
- d. Increasing housing supply adjacent to the Caltrain station will increase demand and may warrant more frequent stops in the future.

Street Design

- f. VTA commends grid type street layout which ensures that cars, bicyclists, and pedestrians will have multiple travel routes and multiple entry/exit points.
- g. Landmark type entrances are recommended at major entry/exit points as it will orient the site toward the Caltrain station and help identify the site to passing vehicles as a heavily used pedestrian crossing.

- h. Facility enhancements (wide sidewalks, pedestrian scale lighting, landscaping, and wayward signs) can improve pedestrian and bicycle circulation and connectivity with surrounding land uses such as nearby transit and shopping. These improvements would be beneficial on Mayfield Avenue due to its primary access to the Caltrain station.

Trip Reduction

- i. While the entire site may not fall within the 2,000 feet walk of the station, VTA deems it appropriate to apply the nine percent reduction to the entire site.

Parking

- j. VTA suggests that the parking supply be revised to reflect the reduced need due to the transit oriented nature of the development.

Bicycle Facilities

- k. 193 Class I bicycle parking spaces (lockers or locked storage room) and 39 Class II spaces (racks) are needed based on the project size.

Pedestrian Safety

- l. Given the high traffic volumes, traffic speeds and rate of pedestrian activity at the Central Expressway and Mayfield Avenue intersection, potential for pedestrian/vehicle collisions exists. VTA recommends that the crossing distance be shortened by reducing curb radii. The City of Mountain View could employ striping or installing distinct pavement for these crosswalks.

[Augenstein (65a, 65b to 65d, 65f to 65i)]

Response 225

- a. The commenter confirms that the Project is a transit-oriented development.
- b. The entire Project site is within one-third mile of the station

- c. As stated on page 4.12-59, the site layout in Chapter 3 is conceptual. Detailed site plans would be required when project development plans are submitted
- d. The commenter confirms our **Response 193** that increased housing will generate transit demand at the Caltrain station and may warrant additional service in the future.
- f. See Response c above. Pedestrian access to/from and through the site will be improved.
- g. **Mitigation Measure 4.12-7** will address details of the pedestrian and bicycle circulation system. Specific pedestrian or bicycle improvements, such as landmark entrances, can be considered when the Project development plans are submitted.
- h. See Response 5 above.
- i. The commenter confirms the applying the 9% residential trip reduction to the entire site, which is the approach presented in the Draft EIR, is appropriate.
- j. See **Response 219**. A detailed site plan with designated resident and guest parking will be provided at a later date.
- k. See Comment 8 above. The detailed parking plan will include bicycle parking spaces.
- l. See **Response 197** for details of the at-grade improvements across Central Expressway that will reduce the crossing distance to the Caltrain station.

Comment 226—San Antonio Road Improvements

The commenter asked about the San Antonio Road project in the City of Palo Alto and questioned its impact to the area. [**Anderson (EPC2-31)**]

Response 226

According to Palo Alto staff, the proposed San Antonio Road improvement project involves the rehabilitation of existing pavement, which is uneven due to

roots of the trees in the median island and along planter strips. The pine trees will be removed and replaced in conjunction with this project.

The project will be completed in several phases. Initial planning phase will cover San Antonio Road from Alma Street to Fabian Way. The second phase will cover construction from Alma Street to Middlefield Road and the third phase will complete construction from Middlefield Road to Fabian Way

The project will not involve any major redesign or realignment of San Antonio Road. Roadway capacity on San Antonio Road will not be added with this project.

4.13 UTILITIES AND SERVICE SYSTEMS

IMPACTS AND MITIGATION

Comment 227 -Water Main

A commentor asked why the applicant would be responsible for replacing the existing 10-inch water main through the site with a 16-inch-diameter pipe or size as required by the City of Mountain View. [**Guerra (z24)**]

Response 227

The City's 1992 water master plan recommended that the 10-inch main running through the Project site be replaced with a 16-inch main. The City of Mountain View has clarified that the existing 10-inch water main would need to be up-sized to 16 inches only if the current main has to be relocated, *i.e.*, if Mayfield is re-aligned as is proposed in the Alternatives. **Mitigation Measure 4.13-1** on page 4.13-5 has been revised accordingly. Please see **Chapter 5.0** of this document for the revision.

Comment 228 – Wastewater Standards

A commenter requested clarification of the wastewater main performance standards or a discussion of sewer improvements anticipated. **[Guerra (z25)]**

Response 228

The downstream wastewater lines on Nita and Dell Avenues serve 110 housing units and are at 70 to 90 percent of capacity under peak conditions as compared to a normal loading of approximately 60 to 70 percent. They cannot accommodate 530 additional housing units without surcharging during peak hours. The 535 feet of 8-inch vitrified clay pipe (VCP) sewers on Nita Avenue and 370 feet of 8-inch VCP sewers on Dell must be up-sized to 10 inches to avoid a significant impact.

4.14 ENERGY**CONSISTENCY WITH APPLICABLE REGULATIONS*****Comment 229 – Solar***

A commenter asked about requiring solar. **[Ericksen (48z25)]**

Response 229

The Project will be required to comply with the California Energy Code (Title 24). Beyond that, both Mountain View and Palo Alto have policies encouraging greater energy efficiency, including solar heating. As noted on page 4.14-6, these policies can be implemented through the design review process.

6.0 ALTERNATIVES TO THE PROJECT

Comment 230 – Adequacy of Alternatives Analysis

One commenter said the level of analysis given to the alternatives seemed quite cursory, which is not enough for the Commission to have a thoughtful discussion. [Greene (EPC2-26)] Another commenter stated that the alternatives analysis does not provide an objective analysis of the alternatives and is “heavily biased in favor of the Project.” The commenter also requested that the No Project Alternative be identified as the Environmentally Superior Alternative. [Rose (26a, 26b)] Commenters also requested consideration of substantially fewer units. [Elderon 4; Sousa 14]

Response 230

In accordance with CEQA Section 15126.6 the alternatives analysis is a comparative analysis wherein the significant effects of each alternative are compared to the Project. The impacts are discussed, but in less detail than the significant effects of the project as proposed. However, the alternatives analysis provided in-depth analysis of several subject areas and more qualitative analysis of others (as approved by the City Council in February, 2005). The EIR is only one of the sources of information that decision-makers can use to decide whether to approve the Project or alternative. They can also consider additional (non-environmental impact) analyses of the alternatives provided in staff reports, their understanding of community values and public comment in making a decision.

CEQA indicates that the alternatives to be considered in an EIR feasibly attain most of the basic objectives of the project, while reducing any of the significant effects of the Project. [CEQA Section 15126.6(a)] The Draft EIR alternatives analysis provides a comparative analysis of alternatives that were selected based on their ability to achieve the goals of the Project, while reducing one or more significant effects of the Project in accordance with the requirements of CEQA. Evaluating a substantially lower number of units would not meet the basic objectives of the Project and the City Council decided in February, 2005, not to evaluate a Single-Family Focus alternative.

The purpose of discussing the No Project Alternative is to allow decision makers to compare the impacts of approving the Project to the impacts of not approving the Project [CEQA Guidelines Section 15126.6(e)]. If the environmentally superior alternative is the No Project Alternative, CEQA requires that the EIR identify an environmentally superior alternative among the other alternatives [CEQA Guidelines Section 15126 (e)(2)].

Comment 231—Sub-Alternative Analysis

A commenter stated that the EIR should fully define the three sub-alternatives and then fully compare each against the proposed development to enable realistic comparisons. [Reid (18o)]

Response 231

A more detailed description of the three sub-alternatives is provided in the Notice of Preparation which is Appendix A of the Draft EIR. As stated on page 6-20, “(There would be small differences in trip generation for the three sub-alternatives; the analysis is based on Alternative 1C.)” The detailed evaluation of the other two sub-alternatives would not result in different findings.

ALTERNATIVE 1: MIX OF SINGLE AND MULTIPLE-FAMILY RESIDENTIAL

Comment 232– Objectives of Alternative 1

One commenter concurred that although Alternative 1 results in a broader spectrum of housing types, the reduction in housing units does not meet the basic objectives of the Project as described on pages 3-2 and 3-3 of the Draft EIR. [Guerra (49z26)]

Response 232

Comment noted. The comment does not address the adequacy of the Draft EIR and no further response is required.

Comment 233- Images of Existing Conditions

One commenter requested that images of existing conditions be provided in addition to the visual simulations provided for the alternative. [Guerra (49z27)]

Response 233

These figures have been provided and can be found in **Chapter 5.0** of this document. The remaining figures in the Alternatives Chapter of the Draft EIR have been renumbered accordingly.

Comment 234 - Section 6.1.1.3 – Loss of Trees

One commenter requested clarification as to why fewer buildings constructed under Alternative 1 could result in the loss of more trees than would be lost with the Project. [Guerra (49z28)]

Response 234

The discussion of impacts to biological resources under Alternative 1 (**Section 6.1.1.3**, page 6-14) states that while the number of housing units would be less than the Project, the reduction in units would be achieved through reductions in building height and the number of multi-family units, *rather than* through reductions in the number or size of building footprints. The discussion in the Draft EIR concludes that features of this alternative, including necessary roadway realignments, reduced park space, and a distribution of lower-density residential units throughout the site, *could* result in a higher number of trees removed than for the Project. **Table 6-25** of the Draft EIR presents the impacts to biological resources of this alternative as “Impacts similar to Project.”

Comment 235 - Clarifications

This comment referenced four separate sentences describing Alternative 1 and its visual impacts that they believe are in conflict with one another. Also requested clarification of a fifth sentence. [Hendersons (41h)]

Response 235

The second paragraph on page 6-3 says the single-family homes on the edge of the Project site in Alternative 1 would be subject to similar zoning standards as the adjacent existing homes (similar lot sizes, setbacks and height limitations as established in the R-1 zone) (paraphrasing). The two sentences in the second paragraph on page 6-10 say the visual impact of the single-family houses in Alternative 1 could be slightly greater than the visual impact of the Project (paraphrasing).

These three sentences are not in conflict with one another. They are saying the zoning standards are the same for both existing houses and the Alternative 1 houses. Then, they say that since the proposed individual houses in Alternative 1 can be larger than the individual small-lot single-family houses in the Project, the visual impacts of Alternative 1 are slightly greater. (It should also be noted that the rear setbacks for the Project and Alternative 1 are actually more restrictive than the standard R1 setbacks.)

The fourth sentence in question is on page 6-15. It says Alternative 1 (meaning the entire development, not just the single-family houses) would be generally lower in height than the entire development under the Project.

The fifth sentence (on page 6-10 paragraph 4) refers to standard single-family houses being “taller and bulkier” (as compared to small-lot single-family). However, since both unit types have the same height limit, page 6-10 has been revised to delete the word “taller.” The revised text is provided in **Chapter 5.0** of this document.

Comment 236-Mitigations

One person commented that the visual impacts of Alternative 1 could not be mitigated by the mitigation measures proposed for the Project. **[Kelly (40k)]**

Response 236

See responses in Aesthetics section regarding mitigations, including revisions to mitigations and clarifications regarding undergrounding of utilities for the Project (**Responses 48, 50, 51, 53, 58, 61**). These mitigations would also be required for Alternative 1.

Comment 237—General Plan

One person noted that Alternative 1 “loses points” for being less consistent with Mountain View’s General Plan, but “gains points” for being more consistent with Palo Alto’s Comprehensive Plan. **[Kostinsky (11z)]**

Response 237

Comment noted. This comment does not address the adequacy of the Draft EIR and no further response is required.

Comment 238– Underpass at San Antonio Road

One commenter indicated that their previous comments regarding the underpass at San Antonio Road would also apply to Alternative 1 to the extent improvements to the underpass are considered for this Alternative. **[Guerra (49z29)]**

Response 238

Comment noted. For a discussion of this issue please see **Responses 206 and 207**.

ALTERNATIVE 2: MULTI-FAMILY FOCUS

Comment 239 – Objectives of Alternative 2

One commenter concurred that Alternative 2 would result in a greater number of housing units to better meet the City's Fair Share Housing allocation. [Guerra (49z30)]

Response 239

Comment noted. The comment does not address the adequacy of the Draft EIR and no further response is required.

Comment 240 – Images of Existing Conditions

One commenter requested that images of existing conditions be provided in addition to the visual simulations provided for the alternative. [Guerra (49z31)]

Response 240

These figures have been provided and can be found in **Section 5.3, Figure Changes, of Chapter 5.0**. The remaining figures in the Alternatives section of the Draft EIR have been renumbered accordingly.

Comment 241 – Visual Impacts

One person commented that visual impacts of Alternative 2 cannot be mitigated. He also submitted diagrams with his understanding of the setbacks for rowhouses. [Kelly (40l, EPC2-10)]

Response 241

In situations where the buildings would be adjacent to rear yards of existing single-family residences in the Monta Loma neighborhood, the first (20 feet) and second-story (25 feet) setbacks for the three-story rowhouses considered in Alternative 2 would match those of the two-story buildings in the Project. To mitigate the third-story impact, the third-story would have a 30-foot setback. In addition, building elements on the third story facing existing rear yards would be required to be dormer elements that do not run the entire width of the unit

and these dormers may be allowed on no more than every other unit running along the perimeter of the site. This does not preclude these units from having third stories, but will result in these partial third stories being placed in such a way to minimize impacts on neighbors. In conjunction with the requirements of **Mitigation Measure 4.1-1b** regarding undergrounding and tree screening, these measures will reduce the visual impact of these buildings to less than significant levels. A graphic that correctly shows the building envelope for three-story rowhouses and the existing development potential of the adjacent single-family residences is shown on the following page.

Comment 242 – Underpass at San Antonio Road

One commenter indicated that their previous comments regarding the underpass at San Antonio Road would also apply to Alternative 2 to the extent improvements to the underpass are considered for this Alternative. [Guerra (49z32)]

Response 242

Comment noted. For a discussion of this issue please see **Responses 206** and **207**.

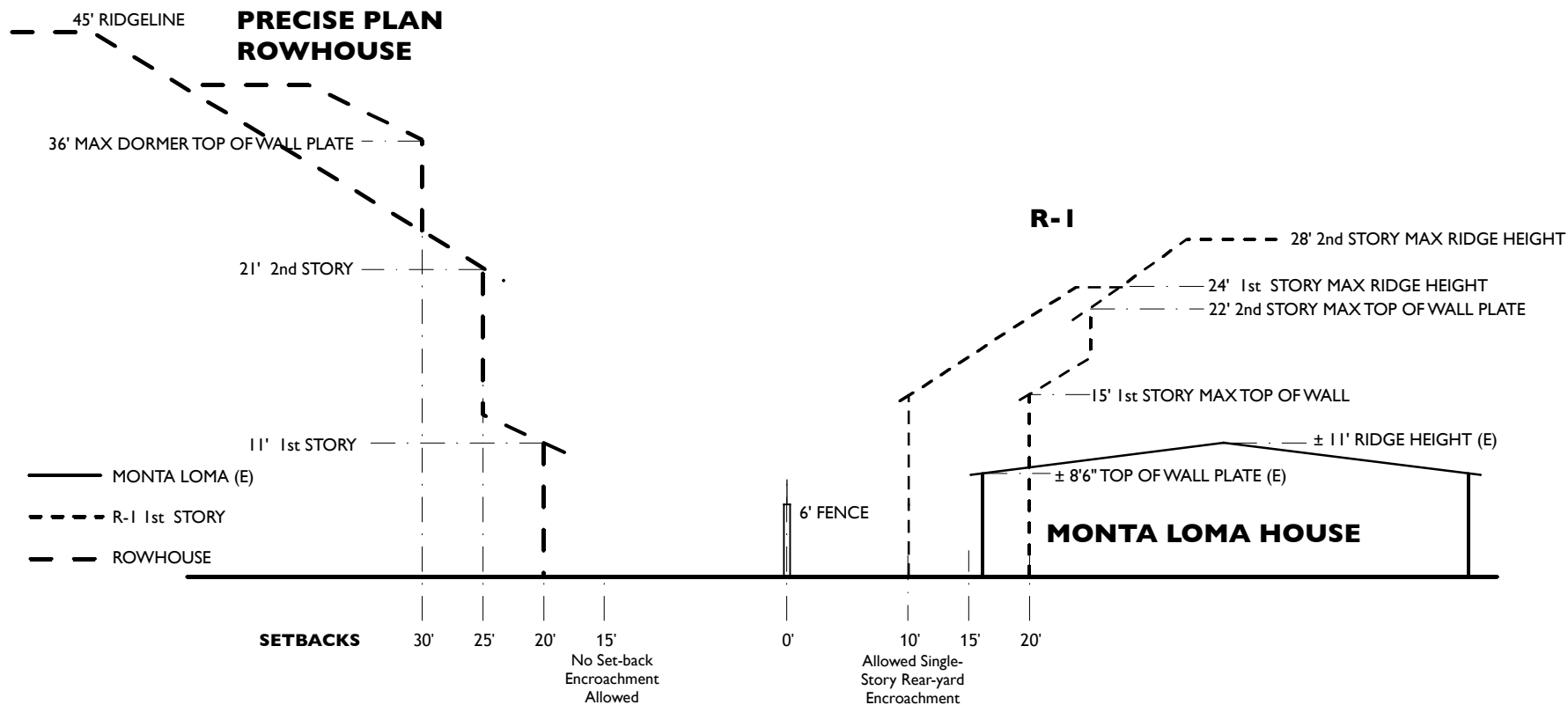
ALTERNATIVE 3: NO PROJECT ALTERNATIVE

Comment 243 – Objectives of Alternative 3

One commenter concurred that this alternative would not meet the basic Project objective of redeveloping the site to provide additional housing opportunities. [Guerra (49z33)]

Response 243

Comment noted. This comment does not address the adequacy of the Draft EIR and no further response is required.



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SETBACK AND HEIGHT REGULATIONS PRECISE PLAN ROWHOUSES and R-1 SINGLE-FAMILY

Mayfield Precise Plan
City of Mountain View

scale 1/16" = 1'

Comment 244—Photomontages of No Project Alternative

One commenter requested visual simulations of the full build out under the Mayfield Mall Precise Plan to better inform the discussion of the aesthetics impacts associated with the No Project Alternative. [Guerra (49z34)]

Response 244

The Mayfield Mall Precise Plan (No Project Alternative) provides for up to 720,000 square feet of development on the site, but does not provide guidance as to the location of this development and does not define building setbacks or height standards. Any visual simulation of additional commercial space built on the site as permitted under the Precise Plan would be highly speculative.

Comment 245—Reoccupancy of the Buildings

A commenter recommended that the text of the Land Use analysis for the No Project Alternative be revised for clarity to restate that the existing buildings could be reoccupied or additional commercial space could be constructed under this alternative. [Guerra (49z35)]

Response 245

The response is noted. The text has been revised and can be found in **Chapter 5.0** of this document.

Comment 246—Mayfield Mall Limitations

Two people commented that the existing Mayfield Mall Precise Plan establishes limitations that would preclude development of 650,000 square feet and referenced sections of the existing Precise Plan including a requirement for a Master Development Plan. [McBain (42r); Auckland (30a, 30c)]

Response 246

In addition to evaluating impacts under the adopted Precise Plan, the Draft EIR describes existing baseline conditions. The sections of the Mayfield Mall Precise Plan that are referenced include “Basic Principles” to be used as general criteria for development and evaluation of a master development plan for an

office/R&D center. These principles concern avoidance of intrusive traffic and noise impacts on adjoining neighborhoods, encouragement of a mix of commercial and public uses, construction of additional floor area to accommodate a single specific tenant with an acceptable intensity factor and with consideration for housing or other special mitigation, and others. These are guiding principles that would need to be considered and addressed during environmental and design review, but the Precise Plan still allows 650,000 square feet in Mountain View. Even the “Use and Development Criteria” are written to allow flexibility (“strive” to maintain a limit on employment to reduce traffic and housing impacts) and the Precise Plan has few specific zoning standards that would preclude building the 650,000 square feet. The prohibition on condominium conversion is a reference to commercial condominiums (since residential uses are not allowed).

Comment 247—No Project Alternative Impacts Inaccurate

Two people commented that the impacts of the No Project alternative on air quality, biological resources (trees), and land use and planning are inaccurately described because of the language in the Mayfield Mall Precise Plan. **[McBain (42r); Auckland (30b)]**

Response 247

There is no specific definition of “low intensity” office space. Standard office space is appropriate for the air quality analysis.

As with standard zone districts and Precise Plans, the Mayfield Precise Plan includes landscaping requirements and guidelines. Proposed new development would need to comply with these requirements, but they would not prevent the removal of Heritage trees to make way for redevelopment. Compliance with the replacement requirements of the Heritage tree ordinance would be necessary. It does appear that redevelopment would not require removal of “the majority” of the Heritage and Regulated trees, and therefore this sentence on page 6-48 has been revised. The revised text is provided in **Chapter 5.0** of this document.

The depiction of the office use as an “island” within residential uses (in the land use and planning section) is a general summary statement that is meant figuratively.

SUMMARY OF COMPARATIVE IMPACTS

Comment 248 – Comparison Table

One person questioned the conclusions in **Table 6-3** that Alternative 1 is less compatible than the Project. Also stated that the Draft EIR grossly underestimates the impacts of Alternative 2 and that same mitigations used for the Project should be considered for the Alternatives. [McBain (42q, EPC2-8)]

Response 248

Table 6-3, Summary of Comparative Impacts, shows that Alternative 1 has the same impacts as the Project in 10 areas and fewer impacts in three areas (air quality, public services and recreation and utilities). Alternative 2 is shown to have greater impacts than the Project in six areas and the same impacts in seven areas. “Compatibility” is not specifically addressed in the table. The same mitigations that apply to the Project would apply to Alternatives 1 and 2.

Comment 249 – Environmentally Superior Alternative

A Commissioner asked why the Project could not be the environmentally superior alternative. [Abe-Koga (EPC2-28)] A commenter stated that the No Project Alternative is clearly the environmentally superior alternative. [Rose 26]

Response 249

This is a requirement under the CEQA Guidelines. The reason for it is that CEQA seeks to identify alternatives that will mitigate more of the impacts than the Project. Therefore, the Project cannot be the “environmentally superior” alternative. As shown on **Table 6-25** of the Draft EIR, the No Project Alternative would have several impacts “greater than the Project,” and would only reduce impacts to Noise and Public Services and Recreation as compared to Alternative 1, which would have no impacts “greater than the Project.” See discussion on

pages 6-62 and 6-63 of the Draft EIR. The No Project Alternative was therefore not determined to be the environmentally superior alternative.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

Comment 250 – Mixed-Use Alternative

A commenter requested that the text on page 6-63 and 6-64 be revised to add that the mixed-use alternative was also rejected because of feasibility concerns of finding tenants for the commercial space and that the other two alternatives were rejected in part because neither would satisfy the Project goal or providing a transit-oriented community with high density housing and a mix of housing types on the Project site. [Guerra (49z36)]

Response 250

This description is an accurate summary of the City Council's discussion on February 8, 2005 when the Council decided which alternatives to study in the EIR.

Comment 251 – General

Several commenters expressed general concerns about the Project because of traffic, number of residential units, auto pollution, noise, water consumption, earthquake preparedness, school population, lowered property value and quality of life. [Bourquin (1a); Tenner (3a, 3e, 3f, 3g); Elderon (4); Sousa (14)]

Response 251

The Draft EIR analyzes environmental impacts in these areas, except for impacts on property values, which is not subject to CEQA review. Comments on the merits of the Project are noted.

Comment 252 – General

Several Planning Commissioners expressed concern about several broad subjects. [Siegel (EPC2-21); Greene (EPC2-23); Jensen (EPC2-24)]

Response 252

Responses to these concerns are provided in the appropriate sections (subject areas) of this chapter.

Comment 253 – Quality of Draft EIR

One commenter stated that the Draft EIR was of poor quality, and did not provide an objective evaluation of the various alternatives and is heavily biased in favor of the Project. [Rose (20a, 26a)]

Response 253

General comment noted. Specific comments about accuracy and omissions are addressed in the appropriate sections (subject areas) of this chapter.

APPENDIX D

Comment 254 – Appendix D

A commenter stated that graphics should be labeled. Do not rely on identifying graphic by small type page heading. In the first graphic, what does the 0 in the first column, 2nd row represent? [Ericksen (48z26)]

Response 254

Labeling comment noted; however, **Appendix D** of the Draft EIR presents the supporting calculations and the graphics and layout of the calculations are generated by a software application and the formatting is not easily modified. The 0 in the first column of the 2nd row is a formatting issue with the software. The field (cell) should be blank.

Comment 255—Future Volumes

A commenter requested clarification on how future (2010 and 2015) numbers were developed. [Ericksen (48z27)]

Response 255

See **Section 4.12.7.1** on page 4.12-24 for discussion on Year 2010 volumes. See **Section 4.12.10.1** on page 4.12-67 for discussion on Year 2015 volumes.

Comment 256—Thompson Count Locations

A commenter submitted that the Thompson counts neglected people that live on Adele and Palmer and that the counts should be redone. [Ericksen (48z28)]

Response 256

The locations for the roadways segment counts were selected in order to capture both the traffic volumes and speed of traffic. Therefore, the count location needed to be some distance away from Central Expressway to capture the speed of the vehicles on the roadway. Therefore, some of the traffic using the first portion of Thompson was not captured. Since the evaluation of traffic impacts is based a percent of the average daily traffic flow, a lower volume would represent a worse case analysis conditions (smaller threshold of significance).

Comment 257—Questions on Signal Warrant

A commenter questioned where is plotted point on Figure 4C-3? The chart is labeled 7:00 AM. Does this mean that the data is shown for 7:00AM? [Ericksen (48z29)]

Response 257

The plotted point extends off the chart (to the right) due to the volume of the major street (Central Expressway). In these cases the warrants are controlled by the values of 100 or 150 vehicles per hour as shown in the margin of the chart. The data in the signal warrant chart refers to the peak-hour during the AM or PM peak period. Please refer to the intersection counts in **Appendix A** of the Draft EIR to determine the exact start time of the peak hour.

5.0 REVISIONS TO THE DRAFT EIR

Revisions have been made to the Draft EIR as a result of comments received on the document. This chapter provides a compilation of these revisions. The section and page number for each change is indicated. This chapter is organized to provide text changes (including tables), errata, and figure changes. Changes in the text are provided in **Section 5.1** of this chapter and are signified by ~~strikeout~~ where text is removed and by underlined italics where text is added. Errata are provided in **Section 5.2** of this chapter. Changes are signified by ~~strikeout~~ where text is removed and by underlined italics where text is added. Revised figures are provided in **Section 5.3** of this chapter. The revised figures are first listed with a brief explanation of the change, then followed by the revised figures.

5.1 TEXT REVISIONS

5.1.1 Revisions to Chapter 2 - Executive Summary

Page 2-1

Paragraph 2, sentence 1 has been revised as follows:

The Project would redevelop the existing ~~27-acre~~ 24.2-acre site located in the cities of Mountain View and Palo Alto at the northeast corner of the Central Expressway / San Antonio Road intersection.

Page 2-2

The first paragraph has been revised as to add the following bulleted item.

- bicycle and pedestrian access; ~~and~~
- effect on schools of new residential development; and
- whether the Project is transit-oriented development.

Pages 2-5 to 2-20

Table 2-1-Summary of Significant Project Impacts has been revised to incorporate the modified impact and mitigation statements resulting from comments on the Draft EIR. The revised table is provided at the end of this section beginning on page 5-34.

5.1.2 Revisions to Chapter 3 - Project Description

Page 3-1

The last sentence of the third paragraph has been revised to clarify the land-use transfer that would occur on the 0.4-acre city owner parcel. The text is revised as follows:

Hewlett-Packard, Inc., currently owns the site, except for a 0.4-acre parcel at the northwest corner of the intersection of Mayfield Avenue and Central Expressway that is owned by the City of Mountain View. Hewlett-Packard has entered into a ground lease with the City of Mountain View for the use of this parcel. Toll Brothers either may assume the obligations under the ground lease or acquire this parcel. If Toll Brothers acquires the parcel, it would be ~~This parcel would be acquired by the applicants and~~ incorporated into the remainder of the site prior to development.

Page 3-2

The first sentence of 3.3 OBJECTIVES OF THE PROJECT has been revised as follows:

The objectives of this Project are to ~~develop standards and guidelines that will~~

The second bullet under 3.3 OBJECTIVES OF THE PROJECT has been revised as follows:

- establish a circulation system that accommodates ~~auto traffic, all modes of transportation (motorized and non-motorized), but emphasizes pedestrian and bicycles~~ including safe and convenient access to the Caltrain Station for non-motorized transportation to, from and within the site, with limited impacts to the existing residential neighborhood.

Page 3-4

The final bullet describing specific project objectives has been revised as follows:

- create a neighborhood, which complements the adjacent Monta Loma neighborhood of single-family detached homes and the adjacent ~~Crossings and Rosewalk neighborhoods with~~ multi-family housing at the Rosewalk Condominiums.

Page 3-8

The next to last sentence in the bulleted item describing Two- to Five-Story Condominium Buildings has been revised as follows:

“.....In Palo Alto, there would be three podium buildings with units of 1,200 to 1,575 square feet and two to three bedrooms: a two-story 12-unit building, a three-story 12-unit building and a three-story ~~3018~~-unit building.....”

Page 3-9

The second sentence under 3.4.2.1 Public Open Space has been revised as follows:

“.....One park (Park A on Figure 3-8) would be ~~over~~ approximately 2.2 acres and oriented to Whitney Drive.”

Page 3-17

Table 3-4 has been revised as follows:

Table 3-4
Parking Required for Residents and Guests

City	Type of Building	Number of Units Proposed	Number of Parking Spaces Required	Total Spaces Required
Mountain View	Single-Family Detached Houses	42	2.5	105
	Multi-family Condominiums and Townhouses	488	2.3	1,122
Palo Alto	Single-Family Detached Houses	6	2.0	12
	Multi-family Condominiums	42	2.7 <u>2.33</u>	113
Total		578		1,352

* Requirement is 0.7 space per unit if any of the required parking is secured or inaccessible to the public.
Source: Toll Brothers, Inc.; City of Mountain View; City of Palo Alto, 2005

Page 3-17

The first paragraph following **Table 3-4** has been revised as follows:

Implementation of the Project would require installation of new drainage and irrigation systems and upgrading the on-site utility systems. Preliminary drainage and irrigation plans have not yet been developed for the Project site. Drainage and irrigation plans would be provided in conjunction with specific development permits, once a decision regarding adoption of the Precise Plan is made.

5.1.4 Revisions to Chapter 4 – Environmental Setting, Impacts & Mitigation

INTRODUCTION

Page 4-4

Table 4-1 has been revised to include a reference to Transportation. The revised table is provided on the following page.

4.1 Aesthetics

Page 4.1-16

The text in the first paragraph following the significant criteria related to effects on a scenic vista has been revised as follows to note that some homes have existing views of the mountains.

Adverse Effect to a Scenic Vista

The Project is not located next to a designated scenic highway or within a designated scenic corridor. Views of mountain (to the north and south) are currently possible from the top of the existing building at the center of the Project site. These views would also be available to fourth- and fifth-story units of the proposed condominium buildings at the center of the Project site. It is not anticipated that the proposed structures would block ~~any~~ existing views of the mountains from the majority of residences surrounding the Project site. Tall trees and buildings currently on the site block views of the mountains from the road and nearby residences, except for one or two homes along Aldean Avenue. Because the majority of views from vantage points surrounding the site would not be affected by the Project, The Project it would, therefore, not adversely affect a scenic vista and this issue is not discussed further.

**Table 4-1
Plans and Probable Future Projects**

Plan Updates and Revisions				
Project Name	Agency	Description	Status	Environmental Factors Analyzed
General Plan	Mountain View	Citywide plan.	GP update and EIR certified [1992]; current through 2005	Land Use Geology / Soils Drainage / Flooding Vegetation / Wildlife Aesthetics <u>Transportation</u> Cultural Hazards Water Quality Water Supply Utilities Public Services
Comprehensive Plan	Palo Alto	Citywide plan.	CP update and EIR certified [July 20, 1998]; current through 2010	Land Use Population Geology Hydrology <u>Transportation</u> Public Services Utilities Open Space Vegetation / Wildlife Cultural Visual
Housing Element	Mountain View	Citywide plan.	Updated and adopted in 2002	Population / Housing
Approved and Pending Projects Not Included in Mountain View General Plan EIR ¹				
Project Name		Description	Status	Environmental Factors Analyzed
Central Park Apartments at 1929 Hackett		100 apartment units.	In Process	Air Quality Noise Traffic
Plymouth / Sierra Vista		Removal of 64,760 s.f. of industrial. Construction of 83 residential units.	In Process	Air Quality Noise Traffic
Approved and Pending Projects Not Included in Palo Alto Comprehensive Plan EIR ²				
Project Name		Description	Status	Environmental Factors Analyzed
Mayfield Agreement		Phase 1 – 3 soccer fields, 100,000-s.f. office / R&D. Phase 2 – 345 housing units, 200,000-s.f. office, 18,600-s.f. retail. Will replace 338,560-s.f. office.	Approved EIR Certified 5/25/2005	Full EIR
901 San Antonio Road		160 townhomes; 246 senior, congregate and assisted-living housing units; 113,000-s.f. community center; 17,000-s.f. daycare. Would replace 265,000-s.f. office space and 2,500 s.f. restaurant.	Project on file; under review EIR Required	Air Quality Noise Traffic

^{1,2:} Other approved and pending projects — which are not listed here because they were included in the General Plan and Comprehensive Plan — are listed in Chapter 4.12, Transportation, and in Appendix G.

Source: City of Mountain View Planning, 2005. City of Mountain View General Plan EIR (1992); City of Palo Alto Comprehensive Plan EIR (1996), Fehr & Peers, 2005.

s.f. = square feet or square foot.

Page 4.1-18

The first paragraph at the top of the page has been revised as follows:

...The Project would alter the existing visual character of the Project site by replacing the large block industrial buildings with many smaller residential buildings including small-lot single-family houses along the northern and eastern perimeters near existing single-family houses and taller buildings closer to Central Expressway and San Antonio Road. The existing sound wall (see Figure 4.9-3) would be extended approximately 100 feet along the edge of the site bordering Central Expressway where single-family houses are proposed. The sound wall would appear as an extension of the existing sound wall.....The perimeter trees along Central Expressway and San Antonio Road would be retained.

Mitigation Measure 4.1-1a has been revised as follows:

Mitigation Measure 4.1-1a. Implement design elements such as those listed below to add visual interest and protect privacy from the private view from Diablo Avenue, Betlo and Aldean Avenues. **Figure 4.1-11** illustrates conceptual views utilizing these design elements:

1. Roof Forms: Design roofs to minimize wall heights (e.g., orient eaves rather than gables) along perimeter property lines.
2. Wall Heights: To reduce building mass, the top of the first story wall shall be no greater than 11 feet and the top of the second story wall shall be no greater than 21 feet, to be measured from existing grade.
- 2.3. Articulate Elevations: Break up rear walls and set back upper stories to minimize building mass and provide architectural details to elevations.
- 3.4. Window and Balcony Orientation: Position windows to minimize views into neighboring properties. Provide clerestory windows (sill height above 5 feet) on upper stories that face rear yards of existing single-family homes. Prohibit upper-floor balconies on sides of houses that face the rear yards of existing single-family homes.

- 4.5. Fencing: ~~Allow~~ Install new 6-foot tall fencing of up to 6 feet with a 2-foot-high lattice screen extension around the perimeter of the site adjacent to existing single-family residences.

Page 4.1-24

Mitigation Measure 4.1-1b has been revised as follows:

Mitigation Measure 4.1-1b. Along the perimeter of the Project site adjacent to the single-family homes fronting on Diablo and Belto Avenues, pPlant tall-growing landscaping, including non-deciduous trees, at intervals of 20 feet ~~20-foot intervals~~ and including species with growth and screening characteristics similar to ~~such as~~ Arbutus “Marina,” Lophostemon confertus (Brisbane Box) and Prunus caroliniana (California Laurel Cherry), as illustrated by **Figure 4.1-12**. In order to allow the taller trees to grow to their full natural height without periodic pruning, the overhead power lines ~~should~~ shall be undergrounded on the Project site or possibly in the public street, to the maximum extent possible unless circumstances beyond the control of the developer preclude undergrounding. These circumstances are limited to:

1. Written statement from applicable utility company stating that the describing in detail why undergrounding is not technically possible in this situation, or
2. Refusal of affected residential homeowners to allow the developer and its agents to access and perform necessary work in the homeowner’s private rear yards to complete the undergrounding work, or
3. Refusal of affected property owners to grant easements if needed at points where the underground system connects to the existing overhead system in the neighborhood or where easements are needed to provide connections to existing street lights.

If undergrounding of power lines is ~~infeasible~~ not completed, the developer shall plant the above-described trees in the setback between the power lines and the proposed small-lot single-family houses. The planting size and species selection must reasonably ensure that these screen trees will reach a height of at least 25 feet within five years of planting. If insufficient room is available for these trees to reasonably flourish, based on substantial evidence from a certified arborist, confirmed by the City Arborist, then the building setback shall be increased as needed. Based on the photo-simulations provided in

~~the Draft EIR, trees with heights of 25-feet will block the significant portion of views to and from the proposed Project to neighboring rear yards. , plant lower growing trees such as Magnolia grandiflora (Little Gem Magnolia) and Michelia doltsopa (Sweet Michelia) that provide good screening and will not potentially conflict with the power lines (see Appendix B for specific characteristics of the proposed vegetation).~~

Page 4.1-29

Mitigation Measure 4.1-2a has been revised as follows:

Mitigation Measure 4.1-2a: Retain the high-viability tree groupings (Group 3 trees) in the public right-of-way along Central Expressway east of Mayfield Avenue and in the proposed 20-foot setback from Central Expressway (Groups 4, 5 and 15).

Mitigation Measure 4.1-2d has been revised as follows:

Mitigation Measure 4.1-2d: Preserve the 63 Designated and 13 Street trees on the Palo Alto portion of the Project site. Implementing this mitigation would reduce the impacts on the Palo Alto portion of the site to less than significant. Should preservation of the trees be determined infeasible an adequate canopy replacement shall be provided by the Project.

4.2 Air Quality

Page 4.2-20

Paragraph 1, sentence 1 has been revised as follows:

During the construction phase of Project site development, criteria pollutant emissions would be generated by on-site stationary sources, construction equipment, construction worker vehicles, energy use and heavy-duty trucks traveling to and from the site, including 10 to 20 trucks per day hauling demolition debris.

Page 4.2-20

Paragraph 2, sentences 1 and 2 have been revised as follows:

Construction activities associated with converting the site to residential use would demolish the existing two vacant buildings on the site. As noted in **Section 4.6, Hazards and Hazardous Materials**, ~~this~~ these buildings potentially contain asbestos-containing materials.

Page 4.2-25

Paragraph 2, sentence 2 has been revised as follows to clarify that the CO impact analysis is based on emissions resulting from background traffic, traffic generated by known future projects, and traffic generated by the proposed Project:

This CO impact analysis evaluates seven intersections located in the Project study area for the presence of potential CO hotspots. The analysis is based on emissions resulting from background traffic, traffic generated by known future projects, and traffic generated by the Project. These intersections have been identified as those most adversely affected by traffic from the Project site and include:

Page 4.2-26

The note in **Table 4.2-5** has been revised to state the correct appendix.

Table 4.2-5
Carbon Monoxide Concentrations at Nearby Sensitive Receptors
(parts per million)

Intersection	25 Feet		50 Feet	
	1-Hour ¹	8-Hour ²	1-Hour ¹	8-Hour ²
Central Expressway/Rengstorff Avenue	6.5	4.4	6.2	4.2
Charleston Road/Alma Street	6.7	4.6	6.4	4.3
Charleston Road/El Camino Real	6.7	4.5	6.4	4.4
San Antonio/California Street	7.0	4.7	6.6	4.4
San Antonio/Charleston Road	6.7	4.5	6.4	4.3
San Antonio/El Camino Real	7.0	4.8	6.7	4.5
San Antonio/Middlefield Road	6.9	4.7	6.5	4.4

Source: Impact Sciences, Inc.

Emissions calculations are provided in **Appendix AC**.

¹ State standard is 20 parts per million. Federal standard is 35 parts per million.

² State standard is 9.0 parts per million. Federal standard is 9 parts per million.

4.3 Biological Resources

Page 4.3-2

Paragraph 3, the first sentence has been revised to read:

The Project site is in an area characterized by residential and dense urban development.

Page 4.3-4

Paragraphs 1 and 2 have been revised to read:

Amphibians and Reptiles

~~No amphibians are expected to occur on the project site due to the lack of natural water sources. Given the lack of natural water resources extent of development and impervious surface on the site the lack of natural water sources, use of the site by reptiles amphibian species is expected to be limited. to However, common amphibian species, such as western fence lizard (*Sceloporus occidentalis*), potentially western terrestrial garter snake (*Thamnophis elegans errestric*) and southern alligator lizard (*Elegaria mlticarinata*), the California slender salamander (*Batrachoseps attenuatus*) and arboreal salamander (*Aneides lugubris*), are likely to occur in moister portions of the site.~~

Birds

The trees and shrubs found on the Project site provide potential nesting and foraging habitat for urban-adapted bird species. Bird species observed or expected to occur on the site include American crow (*Corvus brachyrhynchos*), house sparrow (*Passer domesticus*), house finch (*Carpodacus cassinii*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaidura macroura*), Brewer's blackbird (*Euphagus cyanocephalus*), dark-eyed junco (*Buteo lineatus*), rock dove (*Columba livia*), European starling (*Sturnus vulgaris*) and western scrub jay (*Aphelocoma californica*). These species could utilize the smaller trees, dense shrubs, as well as existing structures for nesting. ~~In addition, t~~ The larger trees (e.g., coast redwood, raywood ash, cottonwood) on the Project site may provide potential nesting habitat for raptor species such as red-shouldered hawk (*Buteo lineatus*) and great horned owl (*Bubo virginianus*).

Pages 4.3-22, 4.3-23

The source for **Tables 4.3-1, 4.3-2 and 4.3-3** has been revised as follows:

Source: Barrie D. Coate 2004, 2005 Impact Sciences, 2005

Page 4.3-24

Paragraph 1, the last sentence has been revised to read:

If, ~~a relocated tree~~ after a period of one year, a relocated tree does not survive, ~~or is determined by a qualified arborist to be of compromised health/viability due to its relocation~~, the tree shall be replaced as specified below in **Mitigation Measures 4.3-3c**.

Page 4.3-28

Mitigation Measure 4.3-4b has been revised to read:

Mitigation Measure 4.3-4b: All construction operations must comply with adherence to the TPZ critical to each Heritage and Regulated tree's survival. Construction activity of any kind is prohibited within the TPZ zone unless approved by the appropriate City staff or City Consulting arborist and supervised by the Project arborist.

Pages 4.3-29, 4.3-30

Mitigation Measures 4.3-4h through 4.3-4m have been revised to read:

Mitigation Measure 4.3-4h: Heritage and Regulated trees ~~Trees~~ that accumulate a sufficient quantity of dust on their leaves, limbs and trunk as judged by the Project arborist shall be spray-washed at the direction of the Project arborist.

Mitigation Measure 4.3-4i: In the event that soil compaction should occur inside the TPZ of any Heritage or Regulated tree, a mitigation plan specifying required measures for protection of the tree, including standards for potential recovery and performance, shall be prepared by the Project arborist and approved by the appropriate City staff or City Consulting arborist.

Mitigation Measure 4.3-4j: Roots 2 inches in diameter or larger of Heritage and Regulated trees shall not be severed. To assure this, trenching or excavating inside

the TPZ of any Heritage or Regulated tree must be done by one of the following methods:

- a. an air spade (pneumatic);
- b. a water excavation spade (hydraulic); or
- c. boring technology (augering).

The use of a backhoe, excavator or conventional trencher is prohibited, unless supervised by the Project arborist and approved by the appropriate City staff or City Consulting arborist. In the event that a 2-inch-diameter or larger root becomes inadvertently severed or torn, it must not be allowed to dry out and potentially die back to the trunk. To prevent desiccation, the end of the root must be cut cleanly back to undisturbed wood and the exposed wound must be sealed immediately either with a plastic bag, which must be secured, or sealed with latex paint. The Project arborist shall also be notified.

Mitigation Measure 4.3-4k: At locations where work must be done inside the TPZ of a Heritage or Regulated tree, a root buffer may be required by the appropriate City staff or City Consulting arborist. A root buffer consists of a base of 6 inches of wood chips, covered by 0.75-inch clean quarry gravel, and capped by 0.75-inch plywood (full sheets) tied together. The installation of any root buffer shall be supervised by the Project arborist.

Mitigation Measure 4.3-4l: In the event that a Heritage or Regulated tree receives ~~of~~ a bark wound, a broken or torn branch or heat-scorched leaves from equipment exhaust, the repairs shall be done by a certified arborist under the supervision of the Project arborist.

Mitigation Measure 4.3-4m: The use of grading equipment or grade changes inside the TPZ of a Heritage or Regulated tree is prohibited. Further, grade changes outside the TPZ of a Heritage or Regulated tree shall not significantly alter the existing drainage toward a tree. Exceptions must be approved by the appropriate City staff or City Consulting arborist and work must be supervised by the Project arborist.

Page 4.3-31

To address the impact to Heritage trees resulting from the transportation mitigation measure that would narrow the median along Central Expressway, the following discussion has been added:

Impact 4.3-5: Implementing Transportation Mitigation Measure 4.12-14 would result in the removal of Mountain View Heritage trees from the median island on Central Expressway between San Antonio Road and Mayfield Avenue. (S)

To address pedestrian impacts and improve access to the San Antonio Caltrain Station (see Section 4.12), Mitigation Measure 4.12-14 requires construction of street improvements including narrowing an existing median island on Central Expressway (between San Antonio Road and Mayfield Avenue). This would result in the removal of all of the existing trees from the median island. Barrie D. Coate and Associates conducted a survey of the trees located on the median island on February 28, 2006 (See Volume 2, Appendix D). The survey identified 25 trees, including 17 coast redwood trees (of which 14 are Mountain View Heritage trees) and 8 American sweet gum trees (of which one is a Mountain View Heritage tree). All of the trees were identified as having excellent health. The survey also noted that coast redwood trees #1, 2, 6, 7, 10, 11, 12, 13, 14, and 15 were suitable for consideration for relocation. Removal of the Heritage trees would be a significant impact as also described in Impact 4.3-3.

Mitigation Measure 4.3-5: The Tree Protection and Preservation Plan to be prepared (see Mitigation Measure 4.3-3a) shall address the Heritage trees on the island median. Consistent with the findings of the tree survey report (Coate and Associates 2006), at a minimum, trees that have been identified as suitable for transplanting will be relocated into the newly-created sliver of land created by moving the curb on the north side of Central Expressway out into the street as proposed under Mitigation Measure 4.12-14 or to another location on the project site. Heritage trees identified in the tree survey (Coate and Associates 2006) as not being suitable for relocation shall be replaced consistent with Mitigation Measure 4.3-3c.

Impact After Mitigation: Less than significant.

4.4 Cultural Resources

Page 4.4-16

Mitigation Measure 4.4-1c has been revised for clarity as follows:

Mitigation Measure 4.4-1c: Implement ~~ana standard~~ archaeological monitoring agreement between the developer and the cities of Mountain View and Palo Alto. Such a monitoring agreement would include protocols and contact names of the appropriate city staff members, the designated professional archaeological monitor and the designated Native American observer, for the purpose of providing notification of planned earth moving and excavation activities on the site.

The agreement would further require that the developer provide sufficient notification time (at least 48 hours) prior to excavations that need to be monitored; allow the monitor the recognized authority to halt construction work in the event of any discoveries to identify, record, evaluate and recover as necessary any cultural resources encountered; provide for a monitoring closure report to be written and filed with the California Archaeological Inventory and relevant agencies; and provide for the analysis, cataloging, reporting and curation of any cultural resources recovered during Project construction.

4.6 Hazards and Hazardous Materials

Page 4.6-9

Mitigation Measure 4.6-2 has been revised as follows:

Mitigation Measure 4.6-2: Because implementation of the Project could expose construction workers to unknown contaminated soil, the applicant shall prepare a soil management plan that outlines the standard measures required for construction on contaminated soil. These measures ~~shall~~ may include, but are not limited to the following:

4.8 Land Use and Planning

Page 4.8-4

A fifth paragraph has been added to the end of **Section 4.8.2.2** of the Draft EIR. The paragraph reads as follows:

Though vacant, the existing office facility has been maintained and could be reoccupied, potentially with little or no alteration to the structures. A new tenant that met the land use conditions outlined in the Mayfield Mall Precise Plan could occupy the facility without necessitating changes to the City of Mountain View's General Plan or the site's zoning or land use designations.

Pages 4.8-19 and 4.8-20

The last sentence of page 4.8-19 that continues onto page 4.8-20 is revised as follows:

Therefore, while the Project would have a ~~some what~~ higher density than the Monta Loma neighborhood, the resulting land use designation would be more compatible with surrounding uses in adjacent neighborhood areas than industrial designations.

Page 4.8-24

Paragraph 2 has been revised as follows:

The Palo Alto portion of the site is zoned LM, which permits residential ~~Residential~~ development ~~is allowed~~ on the site consistent with Palo Alto's RM-30 zoning regulation. The Project applicant is not requesting any zoning amendments or rezoning of the Palo Alto portion of the site as the Project is consistent with the existing zoning ordinance. The City of Palo Alto recently revised the permitted uses under the LM zone. However, as Toll Brothers's application to the City predates these revisions, the Project could be developed under the zoning in effect at the time of submission. Therefore, any changes to the zoning ordinance would not apply to the project and development as proposed would be considered a permitted use.

Page 4.8-26

The first sentence of Paragraph 2 is revised as follows:

The conceptual site plan shows ~~3.1~~ about 3.2 acres of designated public parks as well as other open space areas along roadways and in building setback areas.

4.9 Noise

Page 4.9-25

The second paragraph has been revised as follows:

Pile drivers are the only machines used for construction that could cause potential off-site vibration impacts. ~~Project construction would include a mix of housing types, including two-story single-family detached homes, three-story buildings with one- and two-story condominium units, and two- to five-story buildings with one-story condominium units. As indicated by the applicant, Project construction would not require the use of pile drivers. Project construction, demolition, utility extension and other site improvement activities could cause temporary vibration disturbances on-site, but would not likely extend to adjacent properties. Building demolition, site grading and rock crushing activities would generate the primary vibration disturbance. These activities would occur intermittently during an estimated six-month period, and would not include pile driving. Because of the intermittent and temporary nature of these activities, which would occur primarily during daytime hours when the fewest number of residents are home, and the absence of pile driving activities, These structures would be wood-framed, and their construction would not require the use of pile drivers. Therefore less-than-significant impacts related to vibration would be less-than-significant are anticipated to occur, and no further discussion is necessary.~~

Page 4.9-28

The first and second paragraphs has been revised as follows to address the duration of noise:

.....Noise levels that exceed 75 dB(A) are considered normally unacceptable by both cities (see **Table 4.9-5**). Therefore, Project construction would result in a significant, ~~short-term~~ noise impact for the duration of time that project construction noise levels exceed 75 dB(A) at nearby residences.

Noise levels produced by heavy-duty trucks, such as haul trucks, can reach up to 85 dB(A). Sensitive receptors along area roadways (such as San Antonio Road, Nita Avenue, Whitney Drive and Mayfield Avenue) could be affected by noise generated by the haul trucks. However, noise levels of this magnitude created

by the haul trucks would only be experienced for a short duration period as the haul truck passed the receptor. Furthermore, haul trucks would only operate during daytime hours when the fewest number of residents are home, rather than during the evening and nighttime hours when most residents are home. For these reasons, construction noise impacts related to haul trucks would be less than significant.

Page 4.9-29

Mitigation Measure 4.9-1e has been revised to read:

Mitigation Measure 4.9-1e: During site demolition and grading, haul trucks shall use ~~Nita Drive, west of Mayfield Avenue, and~~ Mayfield Avenue when feasible to connect directly to Central Expressway and San Antonio Road. ~~This would use of~~ and avoid using the on-site roadway that runs behind the houses on Betlo and Aldean Avenues. Haul trucks ~~will avoid using~~ shall not use residential streets in the surrounding neighborhoods, including Nita Avenue north of the Project area or Whitney Drive east of the Project area.

Mitigation Measure 4.9-1f has been added to specifically address backup alarms on construction equipment and the discussion of impacts after mitigation has been adjusted to more denote the duration of the impact:

Mitigation Measure 4.9-1f: Sound levels for backup alarms for construction equipment shall be reduced to the minimum permitted under 1592(a) of the Construction Safety Orders of Cal-OSHA regulations in order to reduce their impact on the neighboring community.

Impact After Mitigation: Construction activities would be conducted in accordance with the cities' Noise Ordinances and Municipal Codes and would ~~be short term and intermittent~~ occur intermittently within the Project boundaries for approximately 54 months. ~~Because potential impacts would be temporary, intermittent and short term in nature, compliance~~ Project compliance with applicable regulations and implementation of the recommended mitigation measures would reduce the impact of construction noise to a less-than-significant level.

Page 4.9-31

Table 4.9-8 is revised as follows to incorporate the modeling results utilizing the higher percentage of trucks.

**Table 4.9-8
Predicted Future Off-Site Roadway Noise Levels**

Roadway Segment	Existing Conditions (2005)	Project Conditions (2010)
	CNEL at 50 Feet	
San Antonio Road	70.9	71.7 <u>72.3</u> ¹
Central Expressway	70.7	71.3 <u>71.9</u> ²

Source: Impact Sciences, Inc.

¹ Change in dB(A) from Existing to Project conditions would be ~~0.8~~ 1.4 dB(A).

² Change in dB(A) from Existing to Project conditions would be ~~0.6~~ 1.2 dB(A).

4.10 Population and Housing

Page 4.10-11

Table 4.10-6 is revised as follows:

**Table 4.10-6
Projected Jobs per Employed Resident, 1990–2015
City of Mountain View**

	1990	2000	Percent Change 1990–2000	2015	Percent Change 2000–2015
Employed Residents	44,054	42,397	-3.8%	41,910*	-1.0%
Jobs	63,490	70,540	+11%	68,010*	-4.0%
Jobs per Employed Resident	1.44	1.66		1.65 <u>1.62</u>	

* Includes the City's sphere of influence.

Source: ABAG Projections 2002 and 2005.

4.11 Public Services and Recreation

Page 4.11-16

The paragraph following **Table 4.11-4** is revised as follows:

According to the Parks and Open Space Plan, the Project site would be in the Thompson planning area, one of the City's smallest. The area ~~is~~was not considered deficient in open space. However, the open space at Monta Loma School has recently been re-calculated and is less than was previously recorded. As a result, the Thompson planning area has 2.56 acres per 1,000 – which is below the City goal. Five other planning areas are also below the City goal under existing conditions. However Furthermore, because the majority of open space in the area (~~92~~87 percent) is at Monta Loma School and is owned by the School District, access to this park and recreation area could be limited by changing school district circumstances. School uses and needs would prevail over open space uses (City of Mountain View 2001). Generally speaking, the City has sufficient parkland to serve the open space and recreational needs of its residents. However, in certain areas of the City, park and recreational facilities may be deficient due to distance (by foot) from residents, physical barriers or high-residential densities.

Page 4.11-33

Paragraph 2 under the Mountain View discussion of parkland has been expanded to include private parkland as follows:

Based on the City's Parkland Dedication Ordinance, the Project would generate a need for 3.2 acres of parkland (Topley 2005). The Precise Plan would designate areas for public parks and the conceptual site layout of the Project shows construction of 3.2 acres of public parks. This is sufficient to reach this dedication goal. The conceptual site layout also provides private open space areas that when combined with the public parks would result in approximately 50 percent of the site being a mixture of private and public open space (see Figure 3-8).

Page 4.11-34

Paragraph 1 at the top of the page has been revised as follows:

...Because the public parkland and recreational building are on the Mountain View portion of the Project site, they would not directly address the parkland

requirements for Palo Alto. However, Palo Alto collects impact fees as a portion of community facility fees assessed for new commercial and residential development. Palo Alto residents would be able to use the parks proposed on the Mountain View portion of the site.

4.12 Transportation

Page 4.12-2

Additional text has been added to the description of **San Antonio Road** as follows:

Within Palo Alto, it is a four-lane arterial street with connections to Charleston Road, Middlefield Road and Central Expressway/Alma Street. In Mountain View, it is a six-lane arterial roadway with connections to California Street and El Camino Real. San Antonio Road provides direct access to the site via a signalized intersection at Nita Avenue. San Antonio Road is grade-separated over Central Expressway/Alma Street and the Caltrain railroad tracks. Several direct or loop-ramps are provided for vehicles to travel between San Antonio Road and Central Expressway/Alma Street. San Antonio Road carries a significant number of trucks and is a designated through truck route in the City of Palo Alto.

Page 4.12-4

Additional text has been added to the description of the following roadways as follows:

El Camino Real is primarily a north-south six-lane arterial facility that extends from San Francisco to San Jose and is designated as State Route 82 (SR 82). In the vicinity of the Project area, El Camino Real is oriented in an east-west direction and acts as a major arterial, with a primary purpose of serving through traffic and providing access to abutting properties. El Camino Real is a designated through truck route within the City of Palo Alto. (see Figure 4.12-1a)

Middlefield Road is a four-lane roadway that extends northerly from Mountain View through Palo Alto to Redwood City. Middlefield Road is an arterial south of San Antonio Road and a residential arterial between San Antonio and Willow Road. It provides access to residential areas and neighborhood commercial areas.

Charleston Road is a four-lane residential arterial roadway that extends from El Camino Real in Palo Alto to U.S. 101 in Mountain View. West of El Camino Real, Charleston Road is known as Arastradero Road. Charleston Road provides access to residential areas and neighborhood commercial areas. It is considered a school commute corridor in Palo Alto.

Central Expressway/Alma Street is a four-lane east-west roadway ~~arterial~~. East of San Antonio Road, the roadway is called Central Expressway and provides access from Mountain View to Santa Clara in the east. West of San Antonio Road, the roadway is known as Alma Street and is an arterial. Alma Street is a designated through truck route in the City of Palo Alto. This section of roadway extends northerly through Palo Alto and connects to El Camino Real just south of Menlo Park. Central Expressway provides direct access to the Project area via the intersection at Mayfield Avenue.

Rengstorff Avenue is located east of the Project area and is a north-south four-lane residential arterial roadway that extends from El Camino Real to U.S. 101.

Page 4.12-7

Additional text has been added to Paragraph 2 as follows:

Pedestrian crossings are provided at the signalized intersections at Mayfield Avenue/Central Expressway, ~~and~~ Nita Avenue/San Antonio Road, and San Antonio Avenue/Alma Street.

The crosswalk at San Antonio Avenue/Alma Street is provided across the west leg of the intersection (Alma Street). Pedestrian and bicyclists crossing Alma Street at this intersection face similar conditions as pedestrians crossing Central Expressway at Mayfield Avenue. Pedestrians and bicycles have to cross several lanes of traffic on Alma Street. However, this is an existing condition that is not impacted by the Project.

The crossing at Mayfield Avenue/Central Expressway provides direct access to the San Antonio Caltrain Station. This crosswalk is 130 feet in length with pedestrian signals and push buttons to activate the pedestrian phase. Based on field observations, many pedestrians use the crosswalk properly; however, some pedestrians walk against the red signal at this location. Approximately half of the observed pedestrians crossing Central Expressway either failed to push the button or pushed the button and crossed

prior to the beginning of the pedestrian phase. These pedestrians waited for gaps in the traffic on Central Expressway, crossed to the median, waited for another gap and completed their crossing. Based on counts conducted in September 2005, approximately 50 pedestrians/bicyclists cross Central Expressway during the peak hour. One third of these pedestrian/ bicycle trips were to/from the Caltrain station.

Page 4.12-8

Paragraph 1, the second sentence has been revised to read:

From the west end of the San Antonio Road underpass, a narrow asphalt path ~~an~~ is provided on the north side of the roadway and follows the loop ramp to southbound San Antonio Road (note: pedestrian facilities are not provided on the Central Expressway overcrossing) and connects to a crosswalk that extend to the Briarwood intersection. On the south side of the roadway, a dirt path extends from the underpass to San Antonio Road.

Paragraph 2, additional text has been added.

.....Expressway immediately in front of the site between Mayfield Avenue and the off-ramp to San Antonio Road. The Santa Clara Valley Bikeways Map (1997) identifies Central Expressway as a bike route; however, there are no designated bike lanes on Central Expressway, and bicyclists are allowed to use the shoulder area along Central Expressway. This design is consistent with the County's design policies. A bicycle route is designated on San Antonio Avenue.

Paragraph 3, additional text has been added to reference a figure.

The site is planned as part of Mountain View's soon-to-be designated bicycle boulevard. **Figure 4.12-3, Mountain View Bike Map**, contains the City of Mountain View bicycle system. A map of the City of Palo Alto bicycle system is shown in **Figure 4.12-4, Palo Alto Bike Map**. Figure 4.12-4a presents the recommended future bicycle network in the City of Palo Alto. The bike boulevard along Wilkie Way is expected to be established in 2006. The map also indicates a future northbound bicycle lane on San Antonio Road, adjacent to the project site.

Paragraph 4, additional text has been added.

Operations of the key intersections were analyzed under weekday morning and evening peak-hour traffic conditions, which usually occur between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. The highest 1-hour volumes measured during each of these commute periods are referred to as the “peakhour volumes.” Existing (year 2002 to 2004) peak-hour turning movement counts were provided by the City of Mountain View and the City of Palo Alto. New a.m. and p.m. peak-period traffic counts were conducted in 2005 at several intersections to supplement this information. No adjustments were made to the existing volumes to account for the variation in count years.

Page 4.12-16

The second sentence of Paragraph 3 has been revised.

The intersections of San Antonio Road/El Camino Real and Rengstorff Avenue/Central Expressway are CMP intersections and are operating at their LOS E standard (acceptable threshold). The intersection of Alma Street/Charleston Road exceeds ~~is operating above~~ the City of Palo Alto’s LOS D threshold during the p.m. peak hour. All other signalized intersections are operating at LOS D or better.

Page 4.12-18

Footnote 1 for **Table 4.12-6** has be revised to state:

1 LOS based on density for mixed flow lanes only (HOV lanes are excluded).

The first two sentences of Paragraph 3 have been revised as follows:

Caltrain service disrupted the signal timings at ~~The intersections at the~~ Rengstorff Avenue/Central Expressway and Charleston Road/Alma Street intersections ~~were affected by Caltrain service.~~ Northbound or southbound trains passed through ~~Caltrain service disrupted the intersections timings~~ several times during both the morning and evening peak hours.

Page 4.12-19

Paragraph 2 contains additional text:

Observations were conducted at the Mid-Peninsula Jewish Community Day School in May 2005 and March 2006. At the time the May 2005 observations were conducted, parents were allowed to park at the project site and on San Antonio Road adjacent to the school.

The May 2005 observations indicated that for a short duration (approximately 20 to 30 minutes) during the morning and mid-afternoon peak periods, traffic entering the Mid-Peninsula Jewish Community Day School was backed out onto San Antonio Road. Northbound San Antonio Road traffic queued in the right travel lane and the queue extended south toward Nita Avenue (the end of the queue was approximately 200 feet north of Nita Avenue). Northbound through vehicles trapped behind school traffic had to change lanes to bypass the stopped vehicles.

Hewlett Packard's agreement with the school to allow over-flow parking on the project site was terminated at the beginning of 2006. Therefore, new observations at the school were conducted in March 2006 and revealed continuing problems during the morning drop-off and evening pick-up periods. During the morning drop-off period, both northbound lanes on San Antonio Road queue back to Nita Avenue. Vehicles waiting to enter the school were not the only cause for the congestion. The congestion from the San Antonio Road/Middlefield Road intersection spilled back to the Hausner School entrance driveway. During the afternoon pick-up period, the outside northbound lane consistently queued to the driveway serving the Rosewalk development. When northbound San Antonio Road traffic receives the green light at Nita, the northbound vehicles were not able to clear the intersection. As a result, vehicles consistently queued to Nita Avenue from 3:15 to 3:50 PM. At one point, an additional 20 vehicles were observed to queue south of Nita Avenue (towards Central Expressway and the overcrossing). The northbound congestion on San Antonio Road dissipated once the majority of the students were picked up (after 3:50 PM). It should be noted that the school now allows two inbound lanes of traffic to queue on-site (in the parking area) to try to minimize the queues on San Antonio. Only one inbound lane was permitted when observations were conducted in May 2005.

Page 4.12-23

Paragraph 3 has been revised as follows:

The conceptual site layout indicates the provision of four internal Project streets to provide automobile, bicycle and pedestrian circulation throughout the site. Should the Amended Precise Plan/Development Project provide a network.....

Page 4.12-29

The following text has been added to the end of Paragraph 1:

“.....compared to roadway operations associated with reoccupancy of the existing buildings to determine the level of impact from the proposed Project. Traffic impacts associated with build-out under the current Precise Plan are addressed in the discussion of the No Project Alternative on pages 6-55 to 6-60.”

Page 4.12-51

Table 4.12-13 has been revised to report the correct numbers for segments 6 & 7.

**Table 4.12-13
Neighborhood Roadway Volumes**

Roadway Segment	Existing Volume ¹	Current Precise Plan (Reoccupancy)			Project (Amended Precise Plan/Development Project)		
		Added Trips	Total Volume	% Incr ²	Added Trips	Total Volume	% Incr
1. Whitney Drive east of Mayfield Avenue	720	0	720	0	40	760	6%
2. Thompson Avenue north of Adele Ave	1,980	0	1,980	0	0	1,980	0
3. Thompson Avenue north of Craig Court	2,180	0	2,180	0	40	2,220	2%
4. Alvin Street west of Victory Avenue	640	0	640	0	0	640	0
5. Alvin Street east of Quincy Drive	740	50	790	7%	40	780	5%
6. Victory Avenue north of Mardell Way	660	180 230	840 890	27% 35%	130 90	790 750	20% 14%
7. Victory Avenue north of Alvin Street	690	230 180	920 870	33% 26%	90 130	780 820	13% 19%
8. Dell Avenue south of Alvin Street	580	0	580	0	0	580	0
9. Nita Avenue south of Dell Avenue	900	230	1,130	26%	130	1,030	14%

Source: Fehr and Peers, 2005.

¹ Average of midweek (Tuesday to Thursday) counts.

² Percent increase over existing volume. Increases greater than 25% are highlighted in **bold**.

Page 4.12-55

Additional text has been added to Paragraph 1 and **Mitigation Measure 4.12-6:**

Currently, pedestrians and bicyclists have a separate signal phase to cross the south leg of the San Antonio Road/Nita Avenue intersection. No vehicular movements are allowed during this phase. With the addition of new internal walkways and bike facilities, the signal phasing and timings can be modified to enhance the efficiency of the traffic signal. The westbound right turns from Nita Avenue can enter the intersection when the pedestrians and bicyclists cross the south leg. Currently, these right turns are controlled with a stop sign instead of the traffic signal. In addition, a northbound pedestrian phase can be added to the northbound and southbound through vehicular phrase. **Figure 4.12-16, Traffic Signal Phase Improvements at San Antonio Road/Nita Avenue** illustrates the recommended traffic signal phase *and bicycle* improvements *without an outbound left-turn lane from Nita Avenue*. *Figure 4.12-16a illustrates the recommended traffic signal phase and bicycle improvements with an outbound left-turn lane from Nita Avenue.*

Mitigation Measure 4.12-6: Adjust the signal timings at the San Antonio Road/Nita Avenue intersection to add a northbound pedestrian phrase to run concurrently with the northbound and southbound through vehicle phase and add a westbound right-turn phase to run concurrently with the eastbound pedestrian phase. *The outbound approach, Nita Avenue, shall be configured to accommodate bicycle crossings across San Antonio Road as shown on Figures 4.12-16 or 4.12-16a. The Project applicant shall work with City of Palo Alto staff to ensure appropriate bicycle access to the San Antonio Road (frontage) from the San Antonio Road/Nita Avenue intersection.*

Paragraph 4, the last sentence has been revised to read:

From the west end of the San Antonio Road underpass, *a narrow asphalt path is provided on the north side of the roadway and follows the loop ramp to southbound San Antonio Road (note: pedestrian facilities are not provided on the Central Expressway overcrossing) and connects to a crosswalk that extends to the Briarwood intersection. On the south side of the roadway, a dirt path extends from the underpass to San Antonio Road.*

Page 4.12-57

Mitigation Measure 4.12-7 has been revised to read:

Mitigation Measure 4.12-7:

- Provide sidewalks on both sides of all internal roadways.
- Install a concrete sidewalk to connect the Central Expressway sidewalk with the underpass and then continue it to the Nita/San Antonio intersection. The sidewalk should be in the public right-of-way, if feasible.
- Upgrade the asphalt pedestrian path to concrete sidewalk from the west end of the San Antonio Road underpass to the San Antonio Way/Briarwood Way intersection and consider a formal connection to Ponce Drive on the south side of the roadway.
- Implement at-grade improvements along the Project frontage consistent with the proposals in the Station Access study.
- All future sidewalks and crossings shall be constructed in accordance to ADA standards and curb ramps shall be provided at all intersections on-site.

Page 4.12-59 and 4.12-61

The discussion and text for **Mitigation Measure 4.12-11** has been revised to read:

Project Access and Circulation

The conceptual site layout of the Amended Precise Plan/Development Project is presented in **Chapter 3, Project Description**. Vehicular access to the site will be provided via the signalized intersections at San Antonio Road/Nita Avenue and Central Expressway/Mayfield Avenue. The Mayfield Avenue driveway currently provides three outbound lanes. The conceptual site plan proposes a smaller width for this driveway and two outbound lanes are assumed. Outbound movements at the San Antonio Road/Nita Avenue intersection would continue to be limited to right-turns. The existing underpass underneath San Antonio Road would remain open and access to the Monta Loma neighborhood would continue to be allowed via Whitney Drive and Nita Avenue.

The City of Palo Alto has indicated that the existing underpass providing access to and from the southbound lanes of San Antonio Road is located on a ~~privately owned parcel that is not currently controlled by the applicant. The applicant would therefore be required to purchase this property and the Homeowners Association would be required to maintain the underpass. Palo Alto would also~~

~~require a public access easement over the parcel. In addition, the Palo Alto City property, but the underpass was constructed under the provisions of an encroachment permit issued to the Mayfield shopping center developer in 1965. Under an agreement between the shopping center developer and the City of Mountain View, the developer agreed to maintain the underpass. The City of Palo Alto City Council stated in a letter of January 30, 2006, that it will require that the underpass be retained as the access point to the site. Although periodic inspections conducted by Caltrans indicate that the structure is in good condition and does not require any improvements, the seismic status of the underpass structure is unknown and may require limited structural modifications to meet existing seismic codes. In addition, arrangements for continuing maintenance of the underpass must be made.~~

In the event that permanent use of the underpass for site access cannot be guaranteed for the reasons described below in Mitigation Measure 4.12-11, it will be necessary to provide outbound left turn access to San Antonio Road from Nita Avenue. The traffic signal phasing at the Nita intersection would be modified to provide this movement as described further below. ~~A westbound left turn signal phase would be added to accommodate outbound Nita Avenue traffic. The median separating San Antonio Road from the adjacent frontage road in Palo Alto would remain in place, barring auto access to Mackay Drive. Additional delay for San Antonio Road vehicles would result due to the added signal phase; however the intersection would still operate at an acceptable level of service. If left turn outbound movements are allowed, up to 70 vehicles associated with Amended Precise Plan/Development Project would utilize the outbound left turn access at Nita Avenue. Vehicles would still have access to San Antonio Road south by using Central Expressway and the loop ramp to San Antonio Road.~~

Impact 4.12-11: Public access through the underpass beneath San Antonio Road is not currently guaranteed. Also, the underpass may not meet current seismic and other design standards, and long-term maintenance of the underpass must be addressed including vertical clearance. (S)

The underpass provides the only direct point of access for Project traffic traveling to southbound San Antonio Road ~~a secondary access point to the site from San Antonio Road~~. Without it, outbound traffic traveling to southbound San

Antonio Road would have to exit the site from a new left turn from Nita Avenue or from Mayfield Avenue to Central Expressway to the San Antonio Road loop ramps.

Mitigation Measure 4.12-11: The applicant shall comply with City of Palo Alto requirements to ~~provide a public access easement through the underpass and to provide for a permanent maintenance agreement with Palo Alto. Prior to transferring the parcel, underpass and a maintenance agreement to the Homeowners Association, the applicant also will be required to conduct a full structural analysis of the underpass to determine deficiencies and make recommended improvements before the Homeowners Association assumes responsibility for it. Potential improvements could include restriction on certain types of vehicles over a certain height from using the underpass or providing advance signage regarding vertical clearance.~~ *retain the underpass as an access point to the site and the cities of Palo Alto and Mountain View shall cooperate with the applicant to undertake the following measures prior to Project occupancy:*

- *The applicant shall cause to have prepared a structural evaluation performed on the underpass structure by a licensed structural engineer acceptable to the City of Palo Alto to confirm the structural integrity of the underpass in accordance with the applicable structural standards;*
- *The applicant shall construct all structural retrofits, such as seismic straps, that are recommended in the structural evaluation, if any, as determined necessary for continued use of the underpass;*
- *The applicant shall make repairs to the underpass' road surface, sidewalks, sidewalks, and storm drain inlet as required by the City of Palo Alto and in accordance with applicable City of Palo Alto engineering standards;*
- *The applicant shall provide "low clearance" signage on both sides of the underpass, on both approach roads, and at locations where truck/van drivers have the option to take a different route prior to entering the approach roads.*
- *Upon completion of the seismic retrofit (if required), the City of Palo Alto shall provide for permanent maintenance of the underpass structure and repairing spalled or damaged concrete. The applicant shall be responsible for providing for*

permanent maintenance of the roadway surface, the sidewalks, the storm drain system, painting over graffiti, and changing light bulbs. (The City of Mountain View will not allow the financial responsibility for maintaining the underpass to be passed on to the homeowners association in Mountain View).

Although the City of Palo Alto has stated that the underpass must be retained as the access point, in the event that the it is later determined that, for reasons unforeseen at this time, that the underpass is not available as access to the Project site, the applicant shall modify the underpass connection with the Project, provide outbound left turn access to San Antonio Road and install a left turn signal from Nita Avenue to San Antonio Road. The median separating San Antonio Road from the adjacent frontage road in Palo Alto would remain in place, barring auto access to Mackay Drive. Additional delay for San Antonio Road vehicles would result due to the added signal phase; however the intersection would still operate at an acceptable level of service. If left-turn outbound movements are allowed, up to 70 vehicles associated with Amended Precise Plan/Development Project would utilize the outbound left-turn access at Nita Avenue. If a left turn is installed, some outbound trips could cut through the adjacent Greenmeadow neighborhood to destinations on Middlefield Road and other nearby locations in Palo Alto. To do so, cars would have to execute a difficult right-hand U-turn at the intersection of Briarwood/San Antonio Avenue and make multiple turns to pass through the neighborhood to Charleston Road. To assess whether there would be neighborhood traffic impacts from these potential new trips, a TIRE analysis was conducted. The TIRE analysis indicated that Project trips would not exceed the 0.1 threshold of change and therefore would not be a significant impact on Palo Alto neighborhood streets.

Page 4.12-61

The text for **Mitigation Measure 4.12-12** has been revised to read:

Eliminate the offset between the Avenue A/Avenue B intersection and combine these two intersections into a single intersection intersection realigning/reconfiguring Avenue A and Avenue B.

Pages 4.12-61 and 4.12-62

Impact 4.12-13 has been revised to include specific references to Central and Mayfield as follows:

Impact 4.12-13: Implementing the Amended Precise Plan/Development Project would contribute to queuing impacts at the entrances to the Project area. Queuing at the eastbound left-turn pocket (Central) at the Central Expressway/Mayfield Avenue intersection would exceed the maximum queue capacity. (S)

A queueing analysis was conducted at the site entrances at Nita Avenue and Mayfield Avenue for the inbound and outbound left-turn movements. The 230-foot southbound left-turn pocket at the San Antonio Road/Nita Avenue intersection would accommodate nine vehicles, assuming an average spacing of 25 feet per vehicle. With implementation of the Amended Precise Plan/Development Project, the estimated maximum queue (five vehicles) for the southbound left turn would not exceed the storage pocket at the San Antonio Road/Nita Avenue intersection. The 100-foot eastbound left-turn pocket (Central) at the Central Expressway/Mayfield Avenue intersection can accommodate the projected maximum queue of three vehicles. The estimated maximum queue for the southbound approach (Mayfield) with the Amended Precise Plan/Development Project would be nine vehicles for the right-turn movement during the a.m. peak hour and nine vehicles for the left-turn movement during the p.m. peak hour. Because this approach (Mayfield) provides storage for five vehicles, the projected maximum queue would extend past the internal intersection of Mayfield Avenue / Avenue C-D.

Mitigation Measure 4.12-13: Widen the southbound approach (Mayfield) to provide a shared left and right-turn lane. The outbound approach (Mayfield) would contain three lanes (one left turn, one shared left and right turn, one right turn). The additional lane would reduce the maximum queue for the southbound approach from nine to six vehicles.

Page 4.12-66

The following text has been added to Paragraph 1:

Construction of the residential units proposed for the Project area (including demolition of existing structures) is expected to occur over a 54-month period. According to the Project applicant, 10-20 truckloads of construction debris per day will be hauled off-site. There will be an increase in vehicular activity at the site, which may cause localized traffic impacts on the roadways that provide access to the Project site. These roadway impacts would be temporary, occurring only during the construction period. Construction worker parking and equipment/material storage would occur within the Project area. Therefore, no traffic impacts were identified related to these parking and storage activities.

4.13 Utilities and Service Systems

Page 4.13-5

Mitigation Measure 4.13-1 has been revised to read:

Mitigation Measure 4.13-1: The applicant shall ~~will~~ be responsible for replacing the existing 10-inch ~~water~~ main through the site with a 16-inch-diameter pipe or a size as required by the City of Mountain View, if Mayfield Avenue is realigned.

REVISIONS TO CHAPTER 6.0

Alternative 1 – Mix Of Single And Multifamily Residential

Page 6-10

The last sentence of the fifth paragraph has been revised as follows:

There are fewer residential units associated with Alternative 1, but some building types are ~~taller or~~ bulkier, resulting in greater visual impacts in two locations.

Alternative 3 – No Project Alternative

Page 6-48

The second paragraph has been revised as follows:

Should the existing buildings be demolished and new, larger office buildings be built on the site, as is allowed under the existing land use designations, ~~the majority~~ a large number of Heritage and Regulated trees would likely be removed, resulting in impacts similar to those of the Project.

Pages 6-50 and 6-51

Section 6.3.1.8, clarification has been provided regarding Alternative 3 as follows:

Changes in land uses associated with implementation of the Project, or for Alternatives 1 and 2, would result in the development of a new residential neighborhood. This residential development would be more in character with the surrounding residential land uses than is the current office park or any redeveloped office park on the site as would be allowed under Alternative 3. Under Alternative 3, the existing office and research park could be reoccupied as commercial space, and could be expanded as permitted by the Mayfield Mall Precise Plan. As shown ~~below~~ in **Table 6-18, Differences in Consistency with Applicable General/Comprehensive Plan Goals and Policies**, Alternative 3 would be largely inconsistent with both cities' land use and planning goals and would not develop housing units that could be used to satisfy ABAG Fair Share housing allocation. Additionally, Alternative 3 would maintain the site as an island of commercial office space that separates residential neighborhoods. Therefore, the land use and planning impacts of Alternative 3 would be greater than those of the Project.

**Table 2-1
Summary of Significant Project Impacts**

Significant Impacts	Mitigation Measures	Significance after Mitigation
AESTHETICS		
Impact 4.1-1	Mitigation 4.1-1	
Implementing the Project would replace industrial buildings with residential buildings and introduce a different physical layout of buildings, landscaping and roadways onto the Project site, which could substantially degrade the visual character of the site.	<p>4.1-1a Implement design elements such as those listed below to add visual interest and protect privacy from the private view from Diablo Avenue, Belto and Aldean Avenues. Figure 4.1-11 illustrates conceptual views utilizing these design elements:</p> <ol style="list-style-type: none"> 1. Roof Forms: Design roofs to minimize wall heights (e.g., orient eaves rather than gables) along perimeter property lines. 2. <u>Wall Heights: To reduce building mass, the top of the first story wall shall be no greater than 11 feet and the top of the second story wall shall be no greater than 21 feet, to be measured from existing grade.</u> 2.3. Articulate Elevations: Break up rear walls and set back upper stories to minimize building mass and provide architectural details to elevations. 3.4. Window and Balcony Orientation: Position windows to minimize views into neighboring properties. Provide clerestory windows (sill height above 5 feet) on upper stories that face rear yards of existing single-family homes. Prohibit upper-floor balconies on sides of houses that face the rear yards of existing single-family homes. 4.5. Fencing: Allow <u>Install new 6-foot tall fencing of up to 6 feet with a 2-foot-high lattice screen extension around the perimeter of the site adjacent to existing single-family residences.</u> <p>4.1-1b <u>Along the perimeter of the Project site adjacent to the single-family homes fronting on Diablo and Belto Avenues, plant tall-growing landscaping, including non-deciduous trees, at intervals of 20 feet 20-foot intervals and including species with growth and screening characteristics similar to such as Arbutus "Marina," Lophostemon confertus (Brisbane Box) and Prunus caroliniana (California Laurel Cherry), as illustrated by Figure 4.1-12. In order to allow the taller trees to grow to their full natural height without periodic pruning, the overhead power lines should<u>shall</u> be undergrounded on the Project site or possibly in the public street, to the maximum extent possible unless circumstances beyond the control of the developer preclude undergrounding. These circumstances are limited to:</u></p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.1-1 (continued)</i>	<i>Mitigation 4.1-1 (continued)</i>	
Implementing the Project would replace industrial buildings with residential buildings and introduce a different physical layout of buildings, landscaping and roadways onto the Project site, which could substantially degrade the visual character of the site.	<p>4.1-1b (continued)</p> <ol style="list-style-type: none"> <u>Written statement from applicable utility company stating that the describing in detail why undergrounding is not technically possible in this situation, or</u> <u>Refusal of affected residential homeowners to allow the developer and its agents to access and perform necessary work in the homeowner's private rear yards to complete the undergrounding work, or</u> <u>Refusal of affected property owners to grant easements if needed at points where the underground system connects to the existing overhead system in the neighborhood or where easements are needed to provide connections to existing street lights.</u> <p>If undergrounding of power lines is infeasible not completed, the developer shall plant the above-described trees in the setback between the power lines and the proposed small-lot single-family houses. The planting size and species selection must reasonably ensure that these screen trees will reach a height of at least 25 feet within five years of planting. If insufficient room is available for these trees to reasonably flourish, based on substantial evidence from a certified arborist, confirmed by the City Arborist, then the building setback shall be increased as needed. Based on the photo-simulations provided in the Draft EIR, trees with heights of 25-feet will block the significant portion of views to and from the proposed Project to neighboring rear yards. , plant lower growing trees such as Magnolia grandiflora (Little Gem Magnolia) and Michelia doltsopa (Sweet Michelia) that provide good screening and will not potentially conflict with the power lines (see Appendix B for specific characteristics of the proposed vegetation).</p>	Less than significant
<i>Impact 4.1-2</i>	<i>Mitigation 4.1-2</i>	
Implementing the Project would remove Heritage and Regulated trees, which are considered scenic resources by the City of Mountain View and the City of Palo Alto. Removal of the trees would affect public opportunities to view these scenic resources.	<p>4.1-2a Retain the high-viability tree groupings (<u>Group 3 trees</u>) in the public right-of-way along Central Expressway east of Mayfield Avenue and in the proposed 20-foot setback from Central Expressway (<u>Groups 4, 5 and 15</u>).</p> <p>4.1-2b Place a very high value on retaining the two Raywood Ashes (Group 5) during the site planning process.</p> <p>4.1-2c Place a high value on retaining the Coast Redwoods on site during the site planning process.</p>	<p>Significant.</p> <p>Retention of prominent trees on the site and replacement of unhealthy trees with healthy trees would result in visual benefits over time.</p>

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.1-2 (continued)</i>	<i>Mitigation 4.1-2 (continued)</i>	
Implementing the Project would remove Heritage and Regulated trees, which are considered scenic resources by the City of Mountain View and the City of Palo Alto. Removal of the trees would affect public opportunities to view these scenic resources.	<p>4.1-2d Preserve the 63 Designated and 13 Street trees on the Palo Alto portion of the Project site. <u>Implementing this mitigation would reduce the impacts on the Palo Alto portion of the site to less than significant. Should preservation of the trees be determined infeasible an adequate canopy replacement shall be provided by the Project.</u></p> <p>4.1-2e Mitigate any removed Heritage, Street or Designated trees as per the Tree Canopy Replacement Standard, as described in Section 4.3, Biological Resources.</p>	<p>Significant.</p> <p>Retention of prominent trees on the site and replacement of unhealthy trees with healthy trees would result in visual benefits over time.</p>
<i>Impact 4.1-3</i>	<i>Mitigation 4.1-3</i>	
Implementing the Project would introduce new sources of light and glare into the Project area, which could adversely affect nighttime views in the area.	<p>4.1-3a The Project developer shall provide a photometric plan to the City that includes all lighting for the residential areas as well as street lighting and lighting for all parks and common areas. The photometric calculations shall extend past the site boundaries, so that the extent of spillover can be determined. Lighting should not exceed 1.0 foot-candles at property lines next to existing homes.</p> <p>4.1-3b The Project developer shall install low-profile, low-intensity lighting directed downward to minimize light and glare. High-intensity outdoor lighting on individual homes and structures shall be prohibited.</p> <p>4.1-3c The Project developer shall use shielded fixtures to minimize glare produced by the lighting on the Project site.</p>	Less than significant
AIR QUALITY		
<i>Impact 4.2-1</i>	<i>Mitigation 4.2-1</i>	
The earthmoving and demolition activities during construction of the development would generate criteria pollutant emissions.	4.2-1 The applicant shall require the construction contractor to implement a dust control program. The program shall be applied to all construction activities involving grading, excavation, use of unpaved areas for staging, extensive hauling of materials or building demolition. The dust control program shall include measures from Table 2 of the <i>BAAQMD CEQA Guidelines</i> .	Less than significant
BIOLOGICAL RESOURCES		
<i>Impact 4.3-1</i>	<i>Mitigation 4.3-1</i>	
Project construction could result in the loss or disturbance of active bird nests.	4.3-1 Within seven days of ground disturbance activities associated with demolition or construction that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically February through August in the Project region), the applicant shall have a nesting bird survey conducted by a qualified biologist (i.e., experienced with	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.3-1 (continued)</i>	<i>Mitigation 4.3-1 (continued)</i>	
Project construction could result in the loss or disturbance of active bird nests.	<p>4.3-1 (continued)</p> <p>the nesting behavior of bird species of the region) retained by the applicant, with selections reviewed by the City of Mountain View and the City of Palo Alto. The intent of the survey would be to determine if active nests of bird species protected by the MBTA and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet for raptors) of the construction zone. If ground disturbance activities are delayed, then an additional pre-construction survey shall be conducted such that no more than one week will have elapsed between the survey and the commencement of ground disturbance activities</p> <p>If active nests are found, clearing and construction within 300 feet of the nest (500 feet for raptors) shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to the City of Mountain View and the City of Palo Alto within 30 days of completion of the pre-construction survey and/or construction monitoring to document compliance with applicable State and federal laws pertaining to the protection of native birds.</p>	Less than significant
<i>Impact 4.3-3</i>	<i>Mitigation 4.3-3</i>	
Project construction would conflict with local tree preservation ordinances through the removal of Heritage trees designated by the City of Mountain View and Regulated trees designated by the City of Palo Alto.	<p>4.3-3a The applicant shall prepare a Tree Protection and Preservation Plan. The Plan shall demonstrate that all reasonable efforts have been made to preserve existing City of Mountain View Heritage trees, as well as demonstrating compliance with the requirements of the City of Palo Alto tree protection ordinances. The Tree Preservation Plan shall be subject to approval by the City of Mountain View and the City of Palo Alto prior to the issuance of planning permit approval by the respective city.</p> <p>4.3-3b The Tree Protection and Preservation Plan to be prepared for the specific project shall include an analysis of the feasibility of relocating Heritage and Regulated trees to an appropriate location. If a relocated tree does not survive after a period of one year, the tree shall be replaced as specified below in Mitigation Measure 4.3-3c.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.3-3 (continued)</i>	<i>Mitigation 4.3-3 (continued)</i>	
Project construction would conflict with local tree preservation ordinances through the removal of Heritage trees designated by the City of Mountain View and Regulated trees designated by the City of Palo Alto.	<p>4.3-3c In the event that a Mountain View Heritage tree must be removed and is considered unsuitable for relocation, prior to removal the applicant shall obtain a Heritage tree removal permit pursuant to Section 32.29(a) of the Mountain View City code. In no event shall a tree be removed prior to the issuance of a removal permit or prior to the issuance of a building permit for the Project. Removal of Heritage trees shall be subject, but not limited to, the replacement schedule as delineated in Section 4.3. Furthermore, because the canopy replacement formula is based on the individual canopy sizes of removed trees, the applicant shall be required to produce a Loss of Existing On-Site Vegetation Chart to quantify the actual number and size of removed trees to determine the number and size of the required mitigation trees.</p> <p>Where appropriate, the applicant shall have the option of using the Alternative Tree replacement standard outlined in Section 4.3 to accommodate site-specific landscape needs or constraints, such as space, design or soil volume. Furthermore, deviation from the strict canopy replacement schedule may be required in circumstances where crowding or other physical constraints make it impossible or undesirable to replace a tree with tree(s) of equal value on site. Under such circumstances, the applicant may request that replacement trees be planted off site or that a fee be paid in lieu of replacement, subject to approval by the City Consulting arborist and Community Development Department. Additionally, the applicant shall review specific replacement schedules with the designated City Consulting arborist and, where necessary, coordinate replacement schedules with the appropriate Palo Alto Planning Division designee.</p> <p>4.3-3d In the event that a Palo Alto Regulated tree must be removed and is considered unsuitable for relocation, prior to removal the applicant shall obtain a removal permit pursuant to PAMC 8.10 (Tree Preservation and Management Regulations), PAMC 18.76 (Permit and Approvals), and Section 3.05 B of the Tree Technical Manual. Regulated trees shall only be removed under those circumstances that specifically meet listed criteria.</p> <p>Tree removal work shall only be performed by an ISA-certified arborist or an ISA-certified tree worker and by approval of both the Project arborist and the City arborist. Additionally, should a Regulated tree be removed, the stump shall be ground in accordance with Sec. 2.15 F 3 of the Tree Technical Manual.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.3-3 (continued)</i>	<i>Mitigation 4.3-3 (continued)</i>	
Project construction would conflict with local tree preservation ordinances through the removal of Heritage trees designated by the City of Mountain View and Regulated trees designated by the City of Palo Alto.	<p>4.3-3d (continued)</p> <p>Mitigation for replacement trees shall be consistent with the standards established in the Tree Technical Manual (Dockter 2005). As described in Section 3.20 of the Tree Technical Manual, the replacement criteria that shall be applied will be based on the Tree Canopy Replacement Standard. Furthermore, because the canopy replacement formula is based on the individual canopy sizes of removed trees, the applicant shall be required to produce a Loss of Existing On-Site Vegetation Chart to quantify the actual number and size of removed trees to determine the number and size of the required mitigation trees. Where appropriate, the applicant shall have the option of using the Alternative Tree replacement standard outlined in Section 4.3 to accommodate site-specific landscape needs or constraints, such as space, design or soil volume.</p> <p>Consistent with the requirements of Section 3.20, the approved landscape plan for the proposed Project shall incorporate the mitigation trees into the site plan. In circumstances where crowding or other physical constraints make it impossible or undesirable to replace a tree with tree(s) of equal value on site, Regulated trees shall be replaced pursuant to Section 3.15 of the Tree Technical Manual, subject to approval by Palo Alto Planning Division Staff. Additionally, the applicant shall review specific replacement schedules with the appropriate Palo Alto Planning Division designee and, where necessary, coordinate with the Mountain View City Consulting arborist.</p>	Less than significant
<i>Impact 4.3-4</i>	<i>Mitigation 4.3-4</i>	
Project construction would conflict with local tree preservation ordinances through the potential disturbance of preserved Heritage trees in the City of Mountain View and Regulated trees in the City of Palo Alto.	<p>4.3-4a The Tree Protection and Preservation Plan (see Mitigation Measure 4.3-3a) to be prepared by an ISA-certified arborist (Project arborist) shall include a graphic depicting the location of all Heritage and Regulated trees to be preserved, indicating the necessary Tree Protection Zone (TPZ) needed for the survival of each tree. The TPZ shall be determined by the Project arborist, in consultation with the Mountain View City Consulting arborist and/or Palo Alto Planning Division staff or City Consulting arborist.</p> <p>4.3-4b All construction operations must comply with adherence to the TPZ critical to each <u>Heritage and Regulated</u> tree's survival. Construction activity of any kind is prohibited within the TPZ zone unless approved by the appropriate City staff or City Consulting arborist and supervised by the Project arborist.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.3-4 (continued)</i>	<i>Mitigation 4.3-4 (continued)</i>	
Project construction would conflict with local tree preservation ordinances through the potential disturbance of preserved Heritage trees in the City of Mountain View and Regulated trees in the City of Palo Alto.	<p>4.3-4c Construction fencing shall be provided and installed by the applicant to protect the TPZ area. The fencing shall be located to minimally encompass the entire TPZ area. Fencing shall be chain-link, a minimum height of 6 feet, and mounted on 2-inch-diameter galvanized steel posts driven 24 inches (minimum) into the ground. Maximum spacing of posts is 10 feet. The fence shall be in place prior to the arrival of any other materials or equipment and shall remain in place until all construction is completed and has passed final inspection. The protective fencing shall not be temporarily moved during construction unless approved by the appropriate City staff or City Consulting arborist. Plastic-coated warning signs shall be posted prominently on each fence. The signs must be a minimum of 8.5 x 11 inches and clearly state: "Warning – Tree Protective Zone – This fence shall not be removed subject to penalty."</p> <p>4.3-4d In the event that any tree may require pruning to provide access for construction vehicles, for structural clearance, or for any other purpose, the following requirements shall be satisfied:</p> <ol style="list-style-type: none"> The proposed pruning shall be approved by the Project arborist prior to any pruning. Pruning may require additional mitigation procedures, which would be mandatory in accordance with the Project arborist instructions. The removal of 25 percent or greater of the canopy (i.e., the functioning leaf and vascular system) shall be approved by the appropriate City staff or City Consulting arborist. Any pruning shall be done only by an ISA-certified arborist or an ISA-certified tree worker under the supervision of the Project arborist. <p>4.3-4e Any damage to a Heritage or Regulated tree shall be reported to the Project arborist and to the job superintendent within 6 hours of the damaging event. Damage includes the bruising, scarring or tearing of the bark or trunk; the breaking, tearing or bruising of the branches or roots; excessive pruning; herbicide poisoning; or any action in which permanent decline or death could be predicted by the Project arborist. Additionally, damage that would result in the foreseeable decline or death shall be reported to the appropriate City staff or City Consulting arborist.</p> <p>4.3-4f The demolition of any building, hardscape, utility or activity inside the TPZ shall be done with the supervision of and in the presence of the Project arborist.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.3-4 (continued)</i>	<i>Mitigation 4.3-4 (continued)</i>	
Project construction would conflict with local tree preservation ordinances through the potential disturbance of preserved Heritage trees in the City of Mountain View and Regulated trees in the City of Palo Alto.	<p>4.3-4g Temporary irrigation shall be provided to all coast redwood trees that shall be preserved. The provision of temporary irrigation to additional trees may be required depending on the species and final Project design. Trees must receive 10 gallons (20 gallons for redwoods) of water per each inch of trunk diameter monthly during the dry months or more frequently as specified in the Tree Protection Plan by the Project arborist. The soil must be irrigated to moisten the soil to a depth of 24–30 inches. Soil must not reach the saturation point. A dry month is defined as any month that receives 1 inch or less of rainfall.</p> <p>4.3-4h <u>Heritage and Regulated trees</u> Trees that accumulate a sufficient quantity of dust on their leaves, limbs and trunk as judged by the Project arborist shall be spray-washed at the direction of the Project arborist.</p> <p>4.3-4i In the event that soil compaction should occur inside the TPZ of any <u>Heritage or Regulated</u> tree, a mitigation plan specifying required measures for protection of the tree, including standards for potential recovery and performance, shall be prepared by the Project arborist and approved by the appropriate City staff or City Consulting arborist.</p> <p>4.3-4j Roots 2 inches in diameter or larger <u>of Heritage and Regulated trees</u> shall not be severed. To assure this, trenching or excavating inside the TPZ of any <u>Heritage or Regulated</u> tree must be done by one of the following methods:</p> <ol style="list-style-type: none"> an air spade (pneumatic); a water excavation spade (hydraulic); or boring technology (augering). <p>The use of a backhoe, excavator or conventional trencher is prohibited, unless supervised by the Project arborist and approved by the appropriate City staff or City Consulting arborist. In the event that a 2-inch-diameter or larger root becomes inadvertently severed or torn, it must not be allowed to dry out and potentially die back to the trunk. To prevent desiccation, the end of the root must be cut cleanly back to undisturbed wood and the exposed wound must be sealed immediately either with a plastic bag, which must be secured, or sealed with latex paint. The Project arborist shall also be notified.</p> <p>4.3-4k At locations where work must be done inside the TPZ <u>of a Heritage or Regulated tree</u>, a root buffer may be required by the appropriate City staff or City Consulting arborist. A root buffer consists of a base of 6 inches of wood chips, covered by 0.75-inch clean quarry gravel, and capped by 0.75-inch plywood (full sheets) tied together. The installation of any root buffer shall be supervised by the Project arborist.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.3-4 (continued)	Mitigation 4.3-4 (continued)	
Project construction would conflict with local tree preservation ordinances through the potential disturbance of preserved Heritage trees in the City of Mountain View and Regulated trees in the City of Palo Alto.	<p>4.3-4l In the event <u>that a Heritage or Regulated tree receives</u> of a bark wound, a broken or torn branch or heat-scorched leaves from equipment exhaust, the repairs shall be done by a certified arborist under the supervision of the Project arborist.</p> <p>4.3-4m The use of grading equipment or grade changes inside the TPZ <u>of a Heritage or Regulated tree</u> is prohibited. Further, grade changes outside the TPZ <u>of a Heritage or Regulated tree</u> shall not significantly alter the existing drainage toward a tree. Exceptions must be approved by the appropriate City staff or City Consulting arborist and work must be supervised by the Project arborist.</p> <p>4.3-4n Should any trees be slated for transplanting, those trees shall be prepared for transplanting, dug, boxed, transported and replanted by a qualified tree mover approved by the appropriate City staff or City Consulting arborist. The entire transplant operation must be overseen by the Project arborist. Aftercare standards and procedures must be prepared by the Project arborist at the time of transplant.</p> <p>4.3-4o A Project arborist shall be retained by the applicant for the purpose of providing on-site supervision to ensure that the existing trees survive at least in their present condition.</p> <p>4.3-4p The Project arborist shall provide monthly inspections followed by a monthly report in accordance with the requirements of the City of Mountain View and the City of Palo Alto.</p>	Less than significant
Impact 4.3-5	Mitigation 4.3-5	
<u>Implementing Transportation Mitigation Measure 4.12-14 would result in the removal of Mountain View Heritage trees from the median island on Central Expressway between San Antonio Road and Mayfield Avenue.</u>	<p>4.3-5 <u>The Tree Protection and Preservation Plan to be prepared (see Mitigation Measure 4.3-3a) shall address the Heritage trees on the island median. Consistent with the findings of the tree survey report (Coate and Associates 2006), at a minimum, trees that have been identified as suitable for transplanting will be relocated into the newly-created sliver of land created by moving the curb on the north side of Central Expressway out into the street as proposed under Mitigation Measure 4.12-14 or to another location on the project site. Heritage trees identified in the tree survey (Coate and Associates 2006) as not being suitable for relocation shall be replaced consistent with Mitigation Measure 4.3-3c.</u></p>	<u>Less than significant</u>

Significant Impacts	Mitigation Measures	Significance after Mitigation
CULTURAL RESOURCES		
Impact 4.4-1	Mitigation 4.4-1	
Earthmoving and excavating activities associated with site preparation and building construction as proposed by the Project could alter, damage and/or destroy historically significant archaeological resources in subsurface soils within the Project site.	<p>4.4-1a Conduct archaeological monitoring during the earth-moving or soil-disturbing activities to observe, assess, record and recover any important prehistoric features or human remains uncovered.</p> <p>4.4-1b Provide a qualified, professional archaeological monitor and a qualified Native American observer on site during removal of the existing built environment, during all initial exposure of native soil and during deep utility trenching.</p> <p>4.4-1c Implement the standard archaeological monitoring agreement between the developer and the cities of Mountain View and Palo Alto. Such a monitoring agreement would <u>include protocols and contact names of the appropriate city staff members, the designated professional archaeological monitor and the designated Native American observer, for the purpose of providing notification of planned earth moving and excavation activities on the site.</u></p> <p><u>The agreement would further</u> require that the developer provide sufficient notification time (at least 48 hours) prior to excavations that need to be monitored; allow the monitor the recognized authority to halt construction work in the event of any discoveries to identify, record, evaluate and recover as necessary any cultural resources encountered; provide for a monitoring closure report to be written and filed with the California Archaeological Inventory and relevant agencies; and provide for the analysis, cataloging, reporting and curation of any cultural resources recovered during Project construction.</p> <p>4.4-1d In accordance with <i>CEQA Guidelines</i> § 15064.5 (e)(1)(A)(B), in the event of the discovery or recognition of any human remains on the Plan site during development, the following steps shall be taken.</p> <p>There shall be no further excavation or disturbance of the site or any area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> • The coroner of the county in which the remains are discovered is to be contacted to determine that no investigation of the cause of death is required and, • If the coroner determines the remains to be Native American: • The coroner shall contact the Native American Heritage Commission within 24 hours. 	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.4-1 (continued)	Mitigation 4.4-1 (continued)	
Earthmoving and excavating activities associated with site preparation and building construction as proposed by the Project could alter, damage and/or destroy historically significant archaeological resources in subsurface soils within the Project site.	4.4-1d (continued) <ul style="list-style-type: none"> The Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code § 5097.98. 	Less than significant
GEOLOGY AND SOILS		
Impact 4.5-2	Mitigation 4.5-2	
Development of the site as envisioned by the Project would expose people and/or structures to substantial adverse effects of liquefaction and dynamic soil densification.	4.5-2 Further review and analyses will be performed during future geotechnical engineering field exploration that is planned during final design of the site to verify the results of ENGEO's liquefaction analyses. Future exploration to assess the liquefaction potential should include either soil borings and/or CPT soundings. Representative soil samples obtained from the borings shall be tested in a geotechnical laboratory for liquefaction-related soil properties, including grain size analyses and in situ moisture and density. The results of the field exploration and laboratory testing shall be used to perform relevant liquefaction analyses. If the Project site is found not to affect the proposed structures because of surface settlement due to liquefaction, no mitigation is required. If the potential for surface settlement exists, the foundations for the proposed structures may need to be redesigned to accommodate greater settlement by either stiffening the shallow foundation systems, including the use of post-tension (P-T) slabs, or using deep foundation elements, including piles or drilled piers.	Less than significant
Impact 4.5-3	Mitigation 4.5-3	
Development of underground parking as envisioned by the Project could require excavations up to 20 feet in depth. These slopes could become unstable, resulting in significant earth movement.	4.5-3 Engineering analyses shall be required to provide appropriate criteria for the design of slope excavations, including providing minimum slopes inclination and/or a shoring system during the construction of underground parking foundations and structures. Geotechnical engineering design criteria are typically provided to the Project civil and structural engineers during the final geotechnical engineering investigation.	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.5-4	Mitigation 4.5-4	
There is a moderate to high potential for expansive soils on the Project site, which could damage overlying structures.	<p>4.5-4 ENGEO provided mitigations for reducing the effects of on-site expansive soils in its geotechnical report (2004), including designing structures with a deepened foundation system such as drilled piers, deepened perimeter footings and/or rigid mat foundations such as P-T or reinforced structural mats.</p> <p>Further conclusions and recommendations on the most appropriate foundation system(s) for the development envisioned by the Project shall occur prior to the preparation of site-specific foundation designs for the development (i.e., during design-level studies). In addition to providing foundation design for structures over expansive soil, future geotechnical studies shall include appropriate mitigation options (including moisture conditioning and lime treatment) to reduce the potential for expansion under structures and other improvements to a less-than-significant level as determined by establishing compliance with the City's design requirements and the UBC.</p>	Less than significant
HAZARDS AND HAZARDOUS MATERIALS		
Impact 4.6-1	Mitigation 4.6-1	
An underground fuel storage tank (UST) is present on the Project site. If not properly abandoned, this UST could fail, causing diesel fuel to be released to the environment.	4.6-1 The fuel storage tank shall be removed under permit from the City of Mountain View.	Less than significant
Impact 4.6-2	Mitigation 4.6-2	
Contaminated soil and groundwater could be exposed during excavation and grading activities, exposing construction workers to hazardous materials.	<p>4.6-2 Because implementation of the Project could expose construction workers to unknown contaminated soil, the applicant shall prepare a soil management plan that outlines the standard measures required for construction on contaminated soil. These measures shall <u>may</u> include, but are not limited to the following:</p> <p>Should petroleum-affected soil be observed (by visual observation or through use of a vapor monitor), it shall be segregated and stockpiled in a designated area and covered in plastic. Stockpiles of petroleum-affected soil shall be separated. Separate stockpiles of asphalt, aggregate base, soil and all other material, such as, but not limited to, wood, masonry, metal and plastic shall be maintained for profiling and disposal. A qualified environmental consultant shall take representative samples of each stockpile for analysis. The owner and contractor shall review analytical results. Petroleum-affected soil and materials shall be disposed of by hauling to an approved landfill with proper documentation.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.6-2 (continued)	Mitigation 4.6-2 (continued)	
Contaminated soil and groundwater could be exposed during excavation and grading activities, exposing construction workers to hazardous materials.	<p>4.6-2 (continued)</p> <p>Should other unanticipated conditions, such as, but not limited to, the discovery of tanks, drums, free product or other potential chemical hazards be encountered during excavation, the environmental consultant and the owner shall be consulted prior to proceeding. Excavated material shall be disposed of as described above.</p> <p>Previous subsurface investigations were not designed with the current Project in mind. During the design phase of the Project, a geotechnical/ environmental investigation will be performed to determine the geotechnical properties of the subsurface as they relate to the requirements of the proposed Project, including the design groundwater level and groundwater quality. Should groundwater be encountered during the excavation, the groundwater shall be pumped out of the excavation and temporarily stored on-site for analysis. The environmental consultant shall sample the water for petroleum-related constituents and look for a visible sheen. Water shall be disposed of based on analytical results as appropriate. For example, often granular activated carbon (GAC) treatment is used to remove organic compounds from groundwater prior to discharging to the local publicly-owned treatment works (POTW).</p> <p>The contractor shall include specific information related to chemical hazards that could be present during the excavation of petroleum-affected soil in a Construction Safety Plan. This information shall include, but shall not be limited to, the proper use of Personal Protective Equipment (PPE), worker air monitoring, and action levels for use of PPE and stop work. Workers engaged in the excavation of petroleum-affected soil shall be hazardous waste operations and emergency response trained per the U.S. Department of Labor Occupational Safety & Health Administration (OSHA) standards.</p>	Less than significant
Impact 4.6-3	Mitigation 4.6-3	
Although volatile organic compounds (VOCs) do not exceed ESLs, soil contaminated by past uses on the Project site may contain chemicals that would pose a risk to future residents or other site users through inhalation of vapors released from the subsurface into indoor air.	<p>4.6-3 Complete a soil-gas survey prior to construction to verify that there is no risk to future occupants from intrusion of hazardous vapors into occupied indoor spaces. If VOCs are detected, engineering controls such as vapor barriers are available that are effective and not cost-prohibitive and that prevent intrusion of VOCs into occupied areas.</p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.6-4	Mitigation 4.6-4	
Hazardous materials such as asbestos and PCBs may be present in the buildings to be demolished on the Project site. These materials could be released to the environment and pose a risk to construction workers or the public.	4.6-4 The applicant, with City oversight, shall contract with experts qualified to identify and remove asbestos-containing materials as well as PCBs. These are to be removed from the site and properly disposed of prior to, and as a condition of, the City of Mountain View issuing a permit for site demolition.	Less than significant
HYDROLOGY AND WATER QUALITY		
Impact 4.7-2	Mitigation 4.7-2	
Construction dewatering required for deep excavations at the Project site could introduce groundwater-born pollutants into the surface water runoff that could potentially degrade water quality.	4.7-2 All dewatering activities will be done in compliance with “Dewatering from Construction Sites and In-Ground Utilities Maintenance Projects,” a pamphlet that has been adopted by both the City of Mountain View and the City of Palo Alto and is distributed free to developers.	Less than significant
NOISE		
Impact 4.9-1	Mitigation 4.9-1	
Construction activities associated with implementing the Project would generate noise from site preparation (e.g., grading) and construction (e.g., infrastructure, building and cleanup) of the proposed facilities and structures. Construction equipment would contribute both continuous and periodic noise that would be heard on and off the Project site.	<p>4.9-1a The construction contractor shall locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds or other structures.</p> <p>4.9-1b The construction contractor shall implement feasible noise controls to minimize equipment noise impacts on nearby sensitive receptors. Feasible noise controls include improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds. Noise controls can reduce noise levels at 50 feet by 1 dB(A) to 16 dB(A), depending on the type of equipment.</p> <p>4.9-1c Equipment used for construction shall be hydraulically or electrically-powered impact tools (e.g., jackhammers) whenever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of a pneumatically-powered tool is unavoidable, an exhaust muffler on the compressed air exhaust should be used. A muffler could lower noise levels from exhaust by up to 10 dB(A). External jackets on the tools themselves shall be used when feasible; this could achieve a reduction of up to 5 dB(A).</p>	Less than significant <u>Construction activities would be conducted in accordance with the cities’ Noise Ordinances and Municipal Codes and would occur intermittently within the Project boundaries for approximately 54 months. Project compliance with applicable regulations and implementation of the recommended mitigation measures would reduce the impact of construction noise to a less-than-significant level.</u>

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.9-1 (continued)	Mitigation 4.9-1 (continued)	
Construction activities associated with implementing the Project would generate noise from site preparation (e.g., grading) and construction (e.g., infrastructure, building and cleanup) of the proposed facilities and structures. Construction equipment would contribute both continuous and periodic noise that would be heard on and off the Project site.	<p>4.9-1d The construction contractor shall implement appropriate additional noise reduction measures such as shutting off idling equipment and notifying adjacent residents and businesses in advance of construction work. Both cities require that prior to demolition and grading activities, signs must be posted with a phone number for information and noise complaints.</p> <p>4.9-1e During site demolition and grading, haul trucks shall use Nita Drive, west of Mayfield Avenue, and Mayfield Avenue when feasible to connect directly to Central Expressway and San Antonio Road. This would use of and avoid using the on-site roadway that runs behind the houses on Betlo and Aldean Avenues. Haul trucks will avoid using shall not use residential streets in the surrounding neighborhoods, including Nita Avenue north of the Project area or Whitney Drive east of the Project area.</p> <p>4.9-1f <u>Sound levels for backup alarms for construction equipment shall be reduced to the minimum permitted under 1592(a) of the Construction Safety Orders of Cal-OSHA regulations in order to reduce their impact on the neighboring community.</u></p>	Less than significant <u>Construction activities would be conducted in accordance with the cities' Noise Ordinances and Municipal Codes and would occur intermittently within the Project boundaries for approximately 54 months. Project compliance with applicable regulations and implementation of the recommended mitigation measures would reduce the impact of construction noise to a less-than-significant level.</u>
Impact 4.9-5	Mitigation 4.9-5	
The conceptual site layout associated with the Project would locate residential and open space land uses adjacent to San Antonio Road and Central Expressway, where existing noise levels exceed the City of Mountain View noise standard of 65 dB(A) for these uses.	<p>4.9-5a Extend the existing sound wall that is located along Central Expressway in Mountain View into the Project area adjacent to single-family houses only. This mitigation measure would mitigate single-family interior and exterior noise exposure to acceptable levels.</p> <p>4.9-5b Apply Title 24 noise insulation requirements to single-family residential homes located in areas where residential noise standards are being exceeded. This mitigation measure would require interior noise levels to be 45 dB(A) in any habitable room, thereby mitigating single-family interior noise exposure to an acceptable level.</p>	<p>Less than significant.</p> <p>However, it is further recommended that information shall be disclosed to all future residents about the potential outdoor noise levels originating from the adjacent roadways. Residents/buyers will be asked to sign a disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.</p>

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.9-5 (continued)	Mitigation 4.9-5 (continued)	
The conceptual site layout associated with the Project would locate residential and open space land uses adjacent to San Antonio Road and Central Expressway, where existing noise levels exceed the City of Mountain View noise standard of 65 dB(A) for these uses.	<p>4.9-5c Construct a solid barrier from materials such as glass, wood or some combination of the two in place of an open wood or iron railing along any ground-floor deck, upper-floor balcony or other exterior livable space that would face San Antonio Road and Central Expressway. The barrier must interrupt the line of sight between the noise source and the receptor. The height of the barrier on upper-floor balconies could be significantly lower than the height of the barrier on ground-floor decks, which would have to be approximately 6 feet high.</p> <p>4.9-5d If no sound barriers are feasible, design changes shall be made so that no private open spaces (balconies, decks and courtyards) directly face the San Antonio Road or Central Expressway.</p>	<p>Less than significant.</p> <p>However, it is further recommended that information shall be disclosed to all future residents about the potential outdoor noise levels originating from the adjacent roadways. Residents/buyers will be asked to sign a disclosure statement when property is sold, and the disclosure information shall be recorded with the deed.</p>
TRANSPORTATION		
Impact 4.12-3	Mitigation 4.12-3	
Implementing the Amended Precise Plan/Development Project would contribute to unacceptable operations at the unsignalized Central Expressway/Thompson Avenue intersection.	4.12-3 The Project should pay its "fair share" of the cost of a new signal at Central Expressway and Thompson Avenue (estimated to be 50 percent) at such time as one is warranted and the City decides to install it.	Less than significant
Impact 4.12-6	Mitigation 4.12-6	
The exclusive pedestrian phase at the San Antonio Road/Nita Avenue intersection would create additional vehicular delay with the addition of the Amended Precise Plan/Development Project trips to the intersection.	4.12-6 Adjust the signal timings at the San Antonio Road/ Nita Avenue intersection to add a northbound pedestrian phase to run concurrently with the northbound and southbound through vehicle phase and add a westbound right-turn phase to run concurrently with the eastbound pedestrian phase.	Less than significant
Impact 4.12-7	Mitigation 4.12-7	
Implementing the Amended Precise Plan/Development Project would generate new pedestrian trips where sidewalks or pathways are not currently provided or proposed. Generally, sidewalks would be on both sides of the streets within the Project, but specific locations for sidewalks have not yet been identified.	4.12-7 <ul style="list-style-type: none"> • Provide sidewalks on both sides of all internal roadways. • Install a concrete sidewalk to connect the Central Expressway sidewalk with the underpass and then continue it to the Nita/San Antonio intersection. The sidewalk should be in the public right-of-way, if feasible. • Upgrade the asphalt pedestrian path to concrete sidewalk from the west end of the San Antonio Road underpass to the San Antonio Way/Briarwood Way intersection and consider a <u>formal</u> connection to Ponce Drive <u>on the south side of the roadway</u>. 	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.12-7 (continued)</i>	<i>Mitigation 4.12-7 (continued)</i>	
Implementing the Amended Precise Plan/Development Project would generate new pedestrian trips where sidewalks or pathways are not currently provided or proposed. Generally, sidewalks would be on both sides of the streets within the Project, but specific locations for sidewalks have not yet been identified.	4.12-7 (continued) <ul style="list-style-type: none"> Implement at-grade improvements along the Project frontage consistent with the proposals in the Station Access study. <u>All future sidewalks and crossings shall be constructed in accordance to ADA standards and curb ramps shall be provided at all intersections on-site.</u> 	Less than significant
<i>Impact 4.12-8</i>	<i>Mitigation 4.12-8</i>	
Implementing the Amended Precise Plan/Development Project would generate bicycle-parking demand where bicycle storage may not be provided.	4.12-8 Provide secure bicycle storage, such as racks or lockers, at the community building and at the proposed parks.	Less than significant
<i>Impact 4.12-9</i>	<i>Mitigation 4.12-9</i>	
Implementing the Amended Precise Plan/Development Project would generate bicycle demand within the site and connecting with the adjacent street system and Caltrain station.	4.12-9 Comply with the conclusions of the pedestrian and bicycle access study by implementing at-grade improvements along the Project frontage and installing bicycle lanes and/or routes on the Nita Avenue/Whitney Drive extension and on Mayfield as appropriate.	Less than significant
<i>Impact 4.12-11</i>	<i>Mitigation 4.12-11</i>	
Public access through the underpass beneath San Antonio Road is not currently guaranteed. Also, the underpass may not meet current seismic and other design standards, <u>and long-term maintenance of the underpass must be addressed including vertical clearance.</u>	4.12-11 The applicant shall comply with City of Palo Alto requirements to provide a public access easement through the underpass and to provide for a permanent maintenance agreement with Palo Alto. Prior to transferring the parcel, underpass and a maintenance agreement to the Homeowners Association, the applicant also will be required to conduct a full structural analysis of the underpass to determine deficiencies and make recommended improvements before the Homeowners Association assumes responsibility for it. Potential improvements could include restriction on certain types of vehicles over a certain height from using the underpass or providing advance signage regarding vertical clearance. retain the underpass as an access point to the site and the cities of Palo Alto and Mountain View shall cooperate with the applicant to undertake the following measures prior to Project occupancy: <ul style="list-style-type: none"> <u>The applicant shall cause to have prepared a structural evaluation performed on the underpass structure by a licensed structural engineer acceptable to the City of Palo Alto to confirm the structural integrity of the underpass in accordance with the applicable structural standards;</u> 	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.12-11 (continued)	Mitigation 4.12-11 (continued)	
Public access through the underpass beneath San Antonio Road is not currently guaranteed. Also, the underpass may not meet current seismic and other design standards, <u>and long-term maintenance of the underpass must be addressed including vertical clearance.</u>	<p>4.12-11 (continued)</p> <ul style="list-style-type: none"> <u>The applicant shall construct all structural retrofits, such as seismic straps, that are recommended in the structural evaluation, if any, as determined necessary for continued use of the underpass;</u> <u>The applicant shall make repairs to the underpass' road surface, sidewalks, sidewalks, and storm drain inlet as required by the City of Palo Alto and in accordance with applicable City of Palo Alto engineering standards;</u> <u>The applicant shall provide "low clearance" signage on both sides of the underpass, on both approach roads, and at locations where truck/van drivers have the option to take a different route prior to entering the approach roads.</u> <u>Upon completion of the seismic retrofit (if required), the City of Palo Alto shall provide for permanent maintenance of the underpass structure and repairing spalled or damaged concrete. The applicant shall be responsible for providing for permanent maintenance of the roadway surface, the sidewalks, the storm drain system, painting over graffiti, and changing light bulbs. (The City of Mountain View will not allow the financial responsibility for maintaining the underpass to be passed on to the homeowners association in Mountain View).</u> <p><u>Although the City of Palo Alto has stated that the underpass must be retained as the access point, in the event that it is later determined that, for reasons unforeseen at this time, that the underpass is not available as access to the Project site, the applicant shall modify the underpass connection with the Project, provide outbound left turn access to San Antonio Road and install a left turn signal from Nita Avenue to San Antonio Road. The median separating San Antonio Road from the adjacent frontage road in Palo Alto would remain in place, barring auto access to Mackay Drive. Additional delay for San Antonio Road vehicles would result due to the added signal phase; however the intersection would still operate at an acceptable level of service. If left-turn outbound movements are allowed, up to 70 vehicles associated with Amended Precise Plan/Development Project would utilize the outbound left-turn access at Nita Avenue. If a left turn is installed, some outbound trips could cut through the adjacent Greenmeadow neighborhood to destinations on Middlefield Road and other nearby locations in Palo Alto. To do so, cars would have to execute a difficult right-hand U-turn at the intersection of Briarwood/San Antonio Avenue and make multiple turns to pass through the neighborhood to Charleston Road. To assess whether there would be neighborhood traffic impacts from these potential new trips, a TIRE analysis was conducted. The TIRE analysis indicated that Project trips would not exceed the 0.1 threshold of change and therefore would not be a significant impact on Palo Alto neighborhood streets.</u></p>	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.12-12	Mitigation 4.12-12	
The closeness of the offset Avenue A/Avenue B intersection to the San Antonio Road underpass/Avenue A intersection would require a 90-degree turn and limited site distance, which could impact circulation.	4.12-12 Eliminate the offset <i>between the Avenue A/Avenue B intersection</i> <u>and combine these two intersections into a single intersection</u> intersection <u>realigning/reconfiguring Avenue A and Avenue B.</u>	Less than significant
Impact 4.12-13	Mitigation 4.12-13	
Implementing the Amended Precise Plan/Development Project would contribute to queuing impacts at the entrances to the Project area. Queuing at the eastbound left-turn pocket (<i>Central</i>) at the Central Expressway/Mayfield Avenue intersection would exceed the maximum queue capacity.	4.12-13 Widen the southbound approach (<i>Mayfield</i>) to provide a shared left and right-turn lane. The outbound approach (<i>Mayfield</i>) would contain three lanes (one left turn, one shared left and right turn, one right turn). The additional lane would reduce the maximum queue for the southbound approach from nine to six vehicles.	Less than significant
Impact 4.12-14	Mitigation 4.12-14	
The absence of a turnaround at the proposed dead-end aisle leading into the small parking lot near the Nita Avenue entrance would result in circulation impacts.	4.12-14 Provide a turnaround at the southern end of the lot as shown in Figure 4.12-17 .	Less than significant
Impact 4.12-15	Mitigation 4.12-15	
The proximity of several driveway openings to internal intersections would result in circulation or safety impacts.	4.12-15 Relocate the ramp entrance at the Whitney Drive/ Avenue A intersection to the south side of Nita Avenue. Combine the two adjacent driveways at the Avenue C/Avenue D intersection into one shared driveway. Provide driveway access on Avenue B and Avenue D for the Mayfield Avenue units located north of Avenue B or provide all-way stop control at the Mayfield Avenue/Avenue B intersection.	Less than significant
Impact 4.12-16	Mitigation 4.12-16	
Vehicular right-of-way is not clearly defined at the internal intersections.	4.12-16 Provide stop signs at locations identified in Figure 4.12-17 .	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
Impact 4.12-17	Mitigation 4.12-17	
Implementing the Amended Precise Plan/Development Project would generate resident and visitor parking demand. The Project would be required to meet the parking requirements of the City of Mountain View and the City of Palo Alto.	4.12-17 Comply with the parking requirements of the Municipal Code requirements for both cities.	Less than significant
Impact 4.12-18	Mitigation 4.12-18	
The location of parking spaces may impact on-site circulation and limit line-of-sight at internal driveways and intersections, creating safety concerns.	4.12-18 Submit the parking plan to City of Mountain View and City of Palo Alto staff for a review of potential impacts to the on-site circulation system.	Less than significant
Impact 4.12-19	Mitigation 4.12-19	
Construction traffic to and from the site could interfere with local traffic, causing delays.	4.12-19 As a condition of approval, the City of Mountain View Department of Public Works will require the applicant to prepare a construction traffic management plan, outlining truck routes, staging areas, traffic detours, traffic/pedestrian/bicycle safety measures, construction parking areas and plans to maintain access to adjacent residential areas. Truck routes will be designated along the major arterials (San Antonio Road and Central Expressway) to avoid impacts to the adjacent residential neighborhoods. During construction, the contractor shall be responsible for implementing the construction traffic management plan or equivalent measures as determined by the City. The construction traffic management plan will need to be submitted to the City of Palo Alto for approval.	Less than significant
UTILITIES AND SERVICES		
Impact 4.13-1	Mitigation 4.13-1	
The development associated with implementing the Project would increase demand for water services in the Project area.	4.13-1 The applicant shall will be responsible for replacing the existing 10-inch water main through the site with a 16-inch-diameter pipe or a size as required by the City of Mountain View, <u>if Mayfield Avenue is realigned.</u>	Less than significant
Impact 4.13-2	Mitigation 4.13-2	
The development associated with implementing of the Project would generate increased demand for wastewater services.	4.13-2 The applicant will be required to replace and upgrade the deficient wastewater mains with larger mains as required to accommodate additional wastewater generated by the Project in both Mountain View and Palo Alto.	Less than significant

Significant Impacts	Mitigation Measures	Significance after Mitigation
<i>Impact 4.13-3</i>	<i>Mitigation 4.13-3</i>	
Implementing the conceptual site layout envisioned by the Project would change surface water flows, potentially increasing the amount of runoff that flows from the site into each city's stormwater mains.	4.13-3 The applicant will be required to upgrade the City of Mountain View and the City of Palo Alto storm drainage systems as determined by each City. Upgrades would be to the extent necessary to accommodate surface runoff from the Project site into Palo Alto or Mountain View so as to avoid significant impacts to either system.	Less than significant

5.2 ERRATA

Page 4.10-7

Table 4.10-4 and the text immediately following the table is corrected to reflect the most current housing figures for Mountain View.

Table 4.10-4
Total Housing Production for January 1999 through December 2004
(Compared to “Fair Share” Allocation)
City of Mountain View

	Housing Units
Total Units Required By ABAG, 1999–2006	3,423
Units Built Between 1999– 2004 <u>2005</u>	1,230 <u>1,267</u>
Percent of Total Requirement	36% <u>37%</u>
Units in Pipeline (Approved or Under Construction as of October 2005)	598 <u>500</u>
Total Units Built and Approved	1,828 <u>1,767</u>
Percent of Requirement Built or Approved	53.4% <u>52%</u>
Remaining Need	1,595 <u>1,656</u>

Source: City of Mountain View, Environmental Planning Commission, December, 2005. Staff Report, July 7, 2004. City of Mountain View, Draft Housing Needs Production Form, June 2005 (updated October 2005).

As of ~~October~~ December 2005, the City of Mountain View still needed to supply an additional ~~1,595~~ 1,656 housing units in order to meet its “fair share” housing obligation.

Page 4.11-15

The first sentence in the second paragraph is corrected as follows:

Parks in proximity to the Project site include Thaddeus Park, a 0.68-acre mini park at West Middlefield Road and Independence Avenue, Monta Loma School ~~and~~ a 27.3-acre community park located adjacent to the ~~Monta Loma Elementary School~~ to Central Expressway and Rengstorff Avenue (City of Mountain View 2004).

Page 4.12-45

The first sentence following the statement of **Impact 4.12-1** is corrected as follows:

Table 4.12-8~~10~~ presents a comparison of the trip generation estimates between the two Precise Plans.

Page 4.12-25

Table 4.12-7 that identifies the projects assumed for the background 2010 traffic conditions has been corrected to remove the reoccupancy of buildings on the Project site. The analysis did not assume reoccupancy of the existing on-site buildings.

**Table 4.12-7
List of Approved Projects**

PROJECT LOCATION	EXISTING USES	PROPOSED USES	a.m. Peak Hour Trips (In/Out/Total)	p.m. Peak Hour Trips (In/Out/Total)
<i>City of Mountain View</i>				
San Antonio Circle		120 low-income units	13/50/63	55/29/84
2505 California (at Showers)		5,800 s.f. retail 2,200 s.f. office	16/7/23	20/24/44
Reoccupancy of Shoreline Area vacant office space (50%)		Reoccupancy of office space (442,800 s.f. assumed)	393/80/473	60/343/403
Charleston Plaza	135,000 s.f. office 15,000 s.f. R&D	140,000 s.f. shopping center	0	240/100/340
100 Mayfield (Project site)		Reoccupancy of office buildings (520,000 s.f.)	617/84/701	112/549/661
<i>City of Palo Alto</i>				
Mayfield Agreement	338,560 s.f. office	Phase 1 – 3 soccer fields, 100,000 s.f. of office / R&D Phase 2 – 345 housing units, 200,000 s.f. of office, 18,600 s.f. retail	-21/133/112	187/54/241
3900 Fabian Way		300-student private school	149/121/270	0

Source: *City of Mountain View and City of Palo Alto.*

Note: Projects that generate a minimal amount of traffic or where the proposed uses generate fewer trips than existing uses were not included.

Page 5-7

The discussion is corrected to reflect the conclusions of the Draft EIR technical sections that found no significant unavoidable impacts as follows:

5.3 UNAVOIDABLE SIGNIFICANT IMPACTS

As required by Section 15126.2(b) of the CEQA Guidelines, an EIR must describe any significant impacts that cannot be avoided, including those that can be mitigated but not to a less than significant level. **Chapter 4.0, Environmental Setting, Impacts and Mitigation**, of this DEIR provides a description of the potential environmental impacts of implementing the Project and recommends mitigation measures to reduce impacts to the extent feasible. After applying the recommended mitigation measures, ~~most of~~ the impacts associated with implementing the Project would be reduced to a less-than-significant level.

~~The following significant A significant cumulative (2015) transportation impact at the unsignalized Central Expressway/Thompson Avenue intersection was identified with and without the Project. The Project contribution to the cumulative impact at this intersection was less than would occur without the Project i.e., reoccupancy of the existing buildings. Should a traffic signal at this intersection be warranted at a future date, the Project would contribute its "fair share" towards the signal. This would mitigate the impact to a less than significant level. effect may not be able to be mitigated to a less than significant level and, therefore, could be considered unavoidable. These unavoidable significant impacts would require the adoption of a Statement of Overriding Considerations.~~

5.3.1 Cumulative Impacts to Air Quality

~~Buildout of cumulative projects would contribute to air pollution. The Bay Area does not meet air quality standards for ozone and particulate matter and is classified as nonattainment for these pollutants.~~

5.3.2 Cumulative Impacts to Transportation and Circulation

~~Buildout of cumulative projects would contribute to increased traffic congestion in some areas near the Project site.~~

5.3 REVISIONS TO FIGURES

The following figures in the Draft EIR have been revised. The revised figures are included on the pages following the list.

Project Description

Page 3-6, 3-7, 3-10 and 3-14

Figures 3-2, 3-3, 3-4 and 3-8 have been revised to show the correct acreage of the proposed parks.

Aesthetics

Pages 4.1-19, 4.1-20, 4.1-21, 4.1-22, 4.1-23, and 4.1-26

The figure titles of **Figures 4.1-7, 4.1-8, 4.1-9, 4.1-10, 4-11, and 4-12** have been revised to indicate that the figures illustrate *with Project* conditions.

Cultural Resources

Page 4.4-9

The legend of **Figure 4.4-1** has been revised for clarity to indicate that the prehistoric materials found in the “Trenches with prehistoric materials” were “(shell pieces, faunal bone and chert rock fragments)”.

Land Use and Planning

Page 4.8-9

The legend of **Figure 4.8-2b** has been revised to show the correct shading for the “Research Office Park” designation.

Page 4.8-16

Figure 4.8-3a, the residential designation for parcels along Whitney Drive east of Diablo Avenue has been revised to include the single-family overlay.

Noise

Page 4.9-9

Figure 4.9-3 has been revised to show the extent of the existing noise wall on the site boundary.

Transportation

Page 4.12-5

Figure 4.12-1a has been added to show that El Camino Real is a designated through truck route within the City of Palo Alto

Page 4.12-11

Figure 4.12-4a has been added to show the recommended future bicycle network in the City of Palo Alto.

Page 4.12-14

Figure 4.12-6, which shows existing intersection lane configurations, has been revised to correctly show a shared through/right lane at the intersection of westbound San Antonio Road and Charleston Road.

Pages 4.12-27 and 4.12-39

Figures 4.12-7 and **4.12-13** have been revised to show correct traffic volumes, in accordance with the text in the Transportation section of the EIR.

Page 4.12-56

Figure 4.12-16 has been revised to show bicycle lanes along Nita Avenue, so as to show that with mitigation, bicyclists will be able to ride across the intersection to enter the Greenmeadow neighborhood. **Figure 4.12-16a** has been added to illustrate the bicycle accommodations at Nita if an outbound left-turn lane were instead provided.

Page 4.12-63

Figure 4.12-17 has been revised to correct the overlay of Conceptual Site Plan Recommendations.

Alternatives

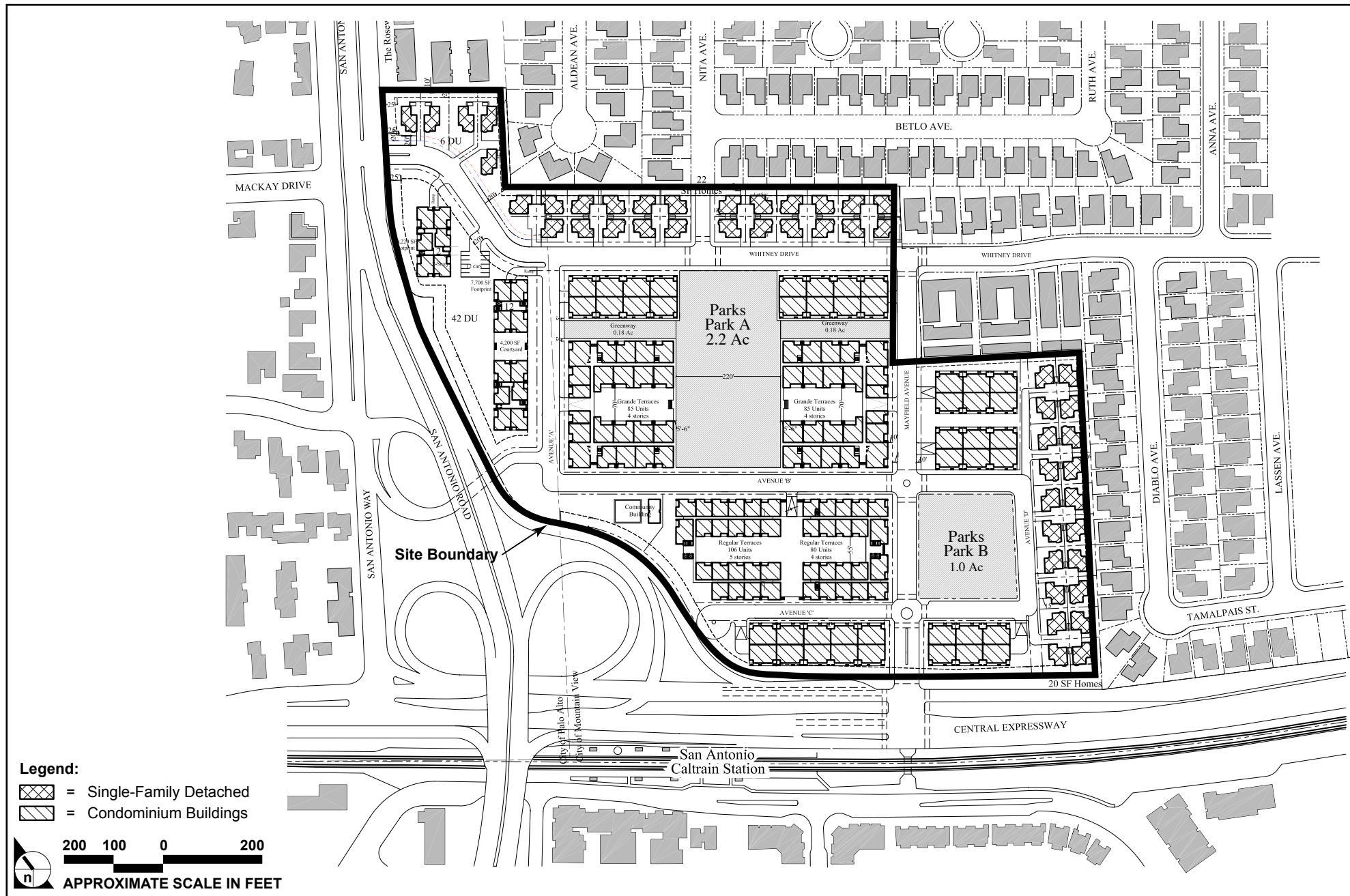
Four additional figures were added to the Aesthetics discussions of Alternative 1 and Alternative 2 (eight figures in total) to show existing conditions from each of the four viewpoints. These figures are identical to **Figures 4.1-3 to 4.1-6** in the Draft EIR, and have been added for sake of readability. The remaining figures in **Section 6.0** of the Draft EIR have been renumbered accordingly.



SOURCE: Toll Brothers, Inc./Solomon E.T.C. – June 2005

FIGURE 3-2

Conceptual Site Plan



SOURCE: Toll Brothers, Inc./Solomon E.T.C. – May 2005, Impact Sciences, Inc. – June 2005

FIGURE 3-4

Proposed Layout of Building Types



Building Footprints and Open Space



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-7**

View 1 – Nita Avenue with Project



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-8**

View 2 – Diablo Avenue with Project



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-9**

View 3 – Central Expressway with Project





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-10**

View 4 – San Antonio Road with Project



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-11**

View 2 – Diablo Avenue – Mitigated

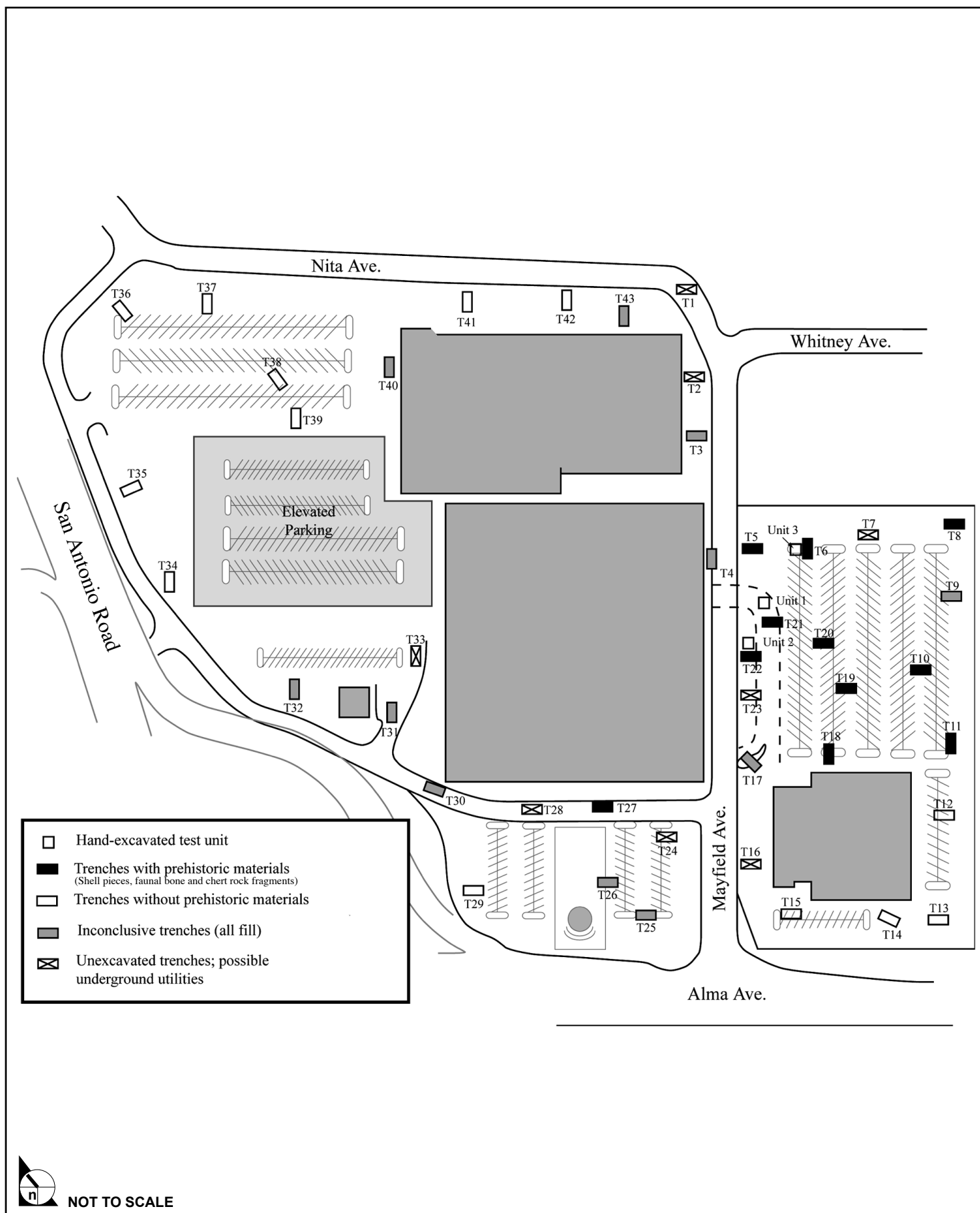


Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **4.1-12**

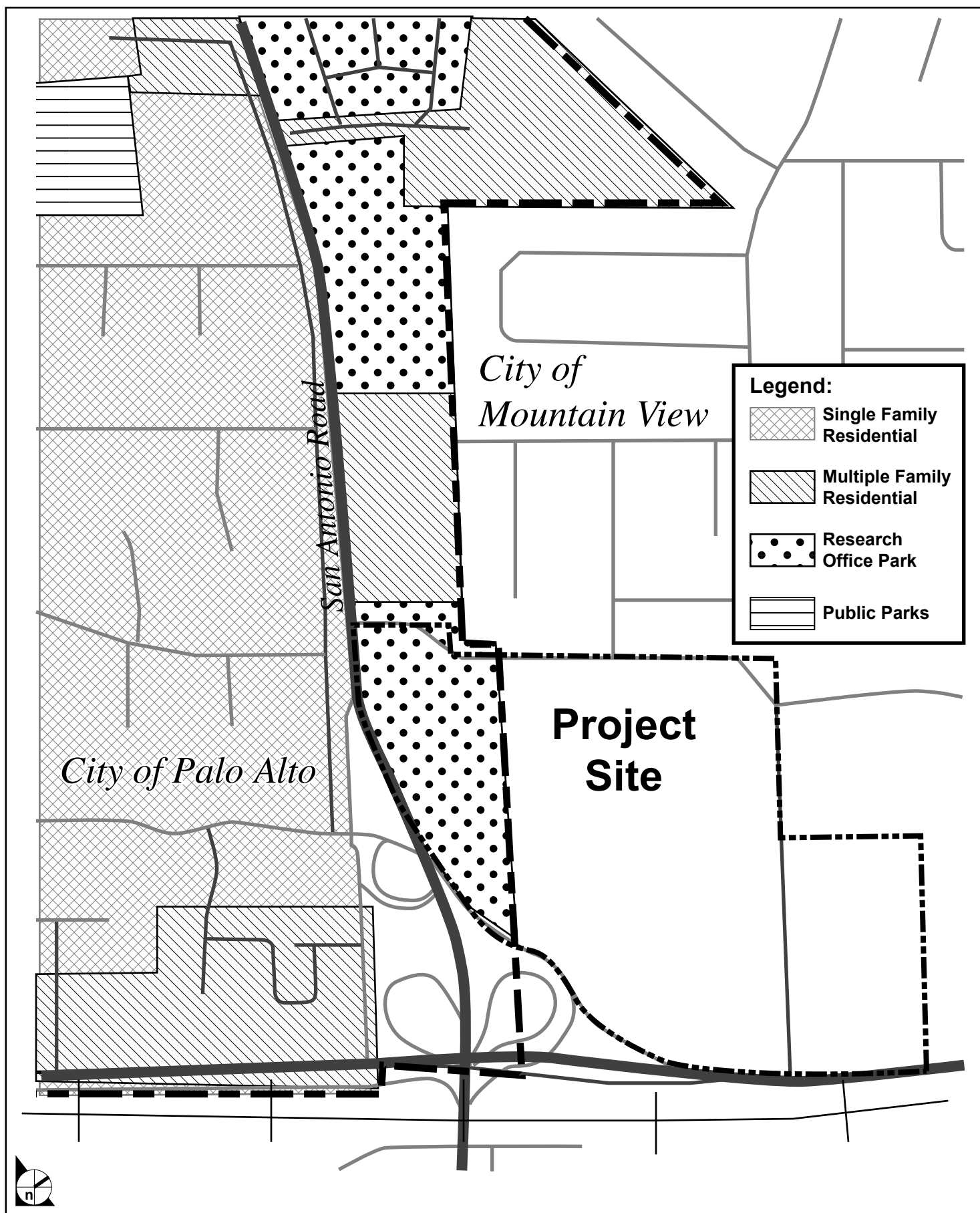
View 2 – Diablo Avenue – Mitigated with Trees



SOURCE: Hollman and Associates, Inc. – 2005

FIGURE 4.4-1

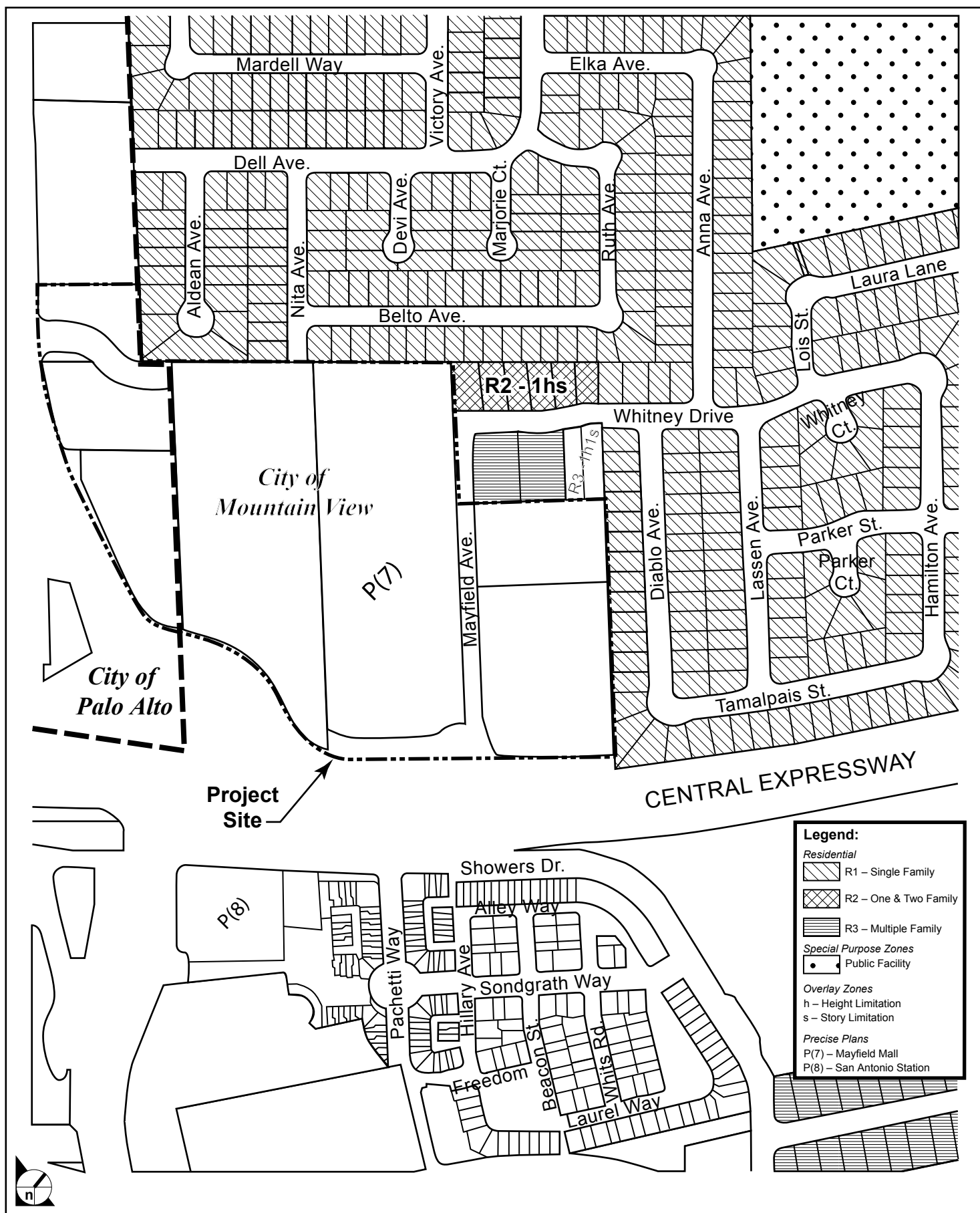
Archaeological Test Trench and Test Unit Locations



SOURCE: City of Palo Alto – December 2003

FIGURE 4.8-2b

Existing Palo Alto Comprehensive Plan Land Use Designations



SOURCE: City of Mountain View – January 2004

FIGURE 4.8-3a

Existing Zoning – Mountain View

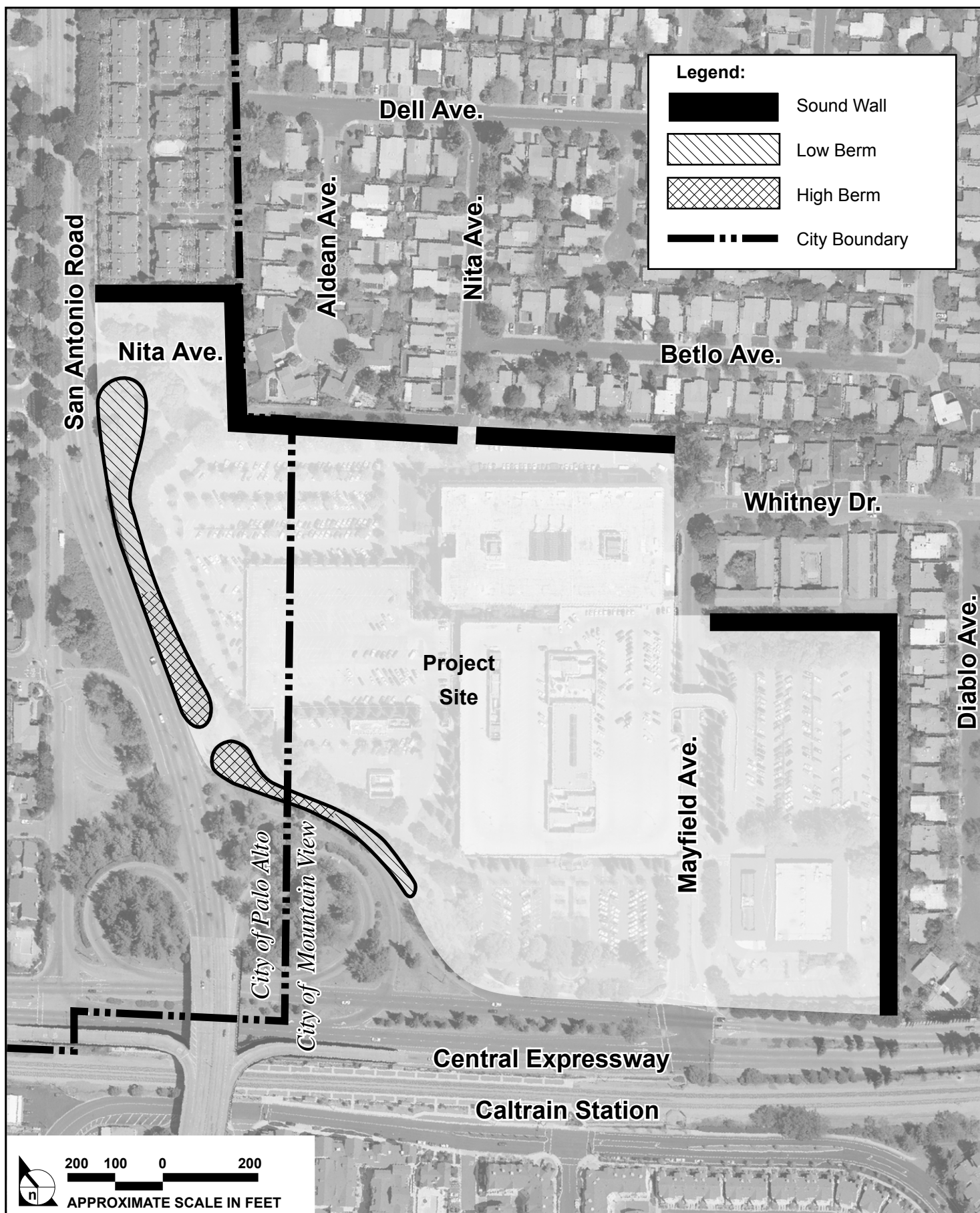
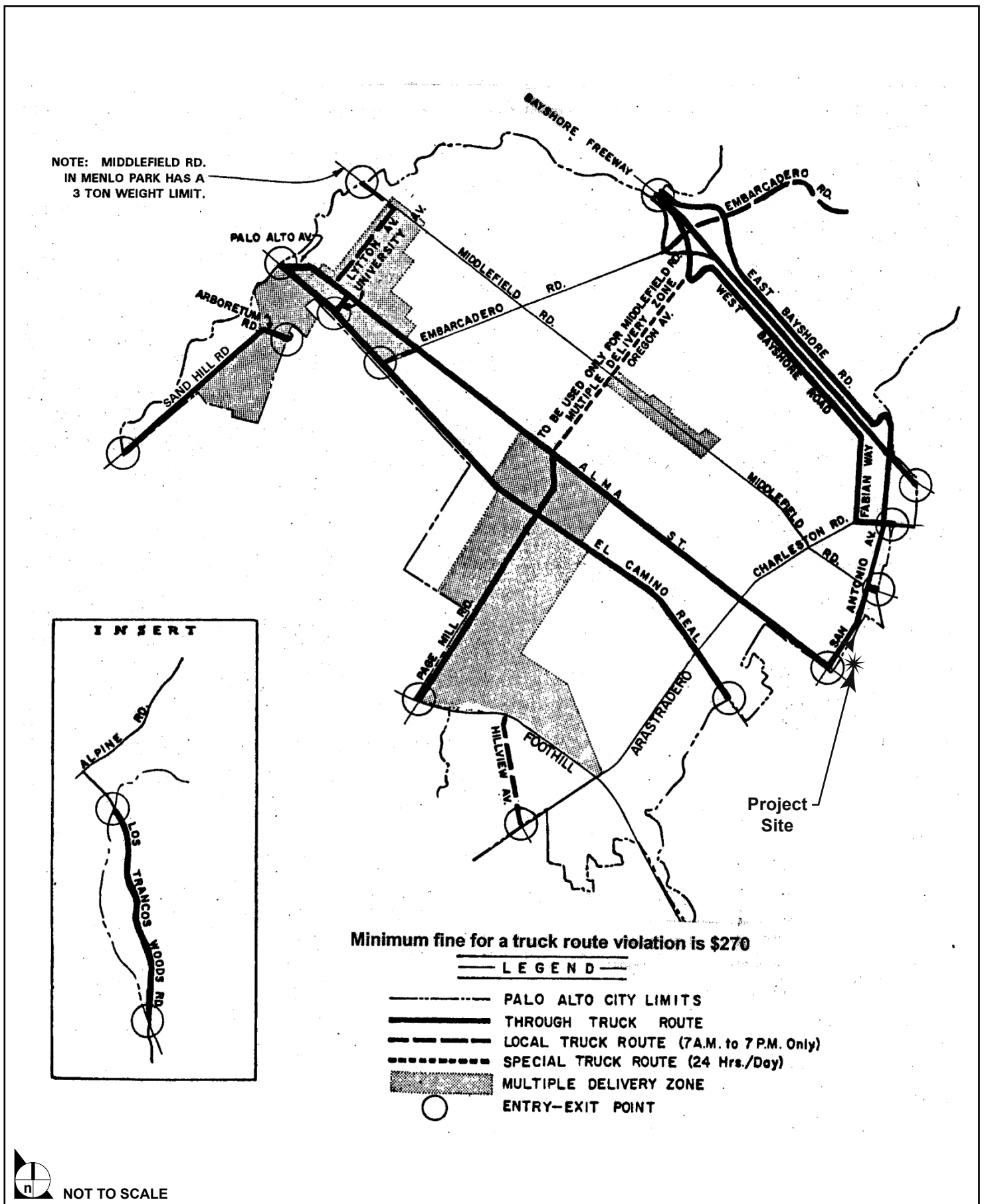


FIGURE 4.9-3

Existing Noise Barriers

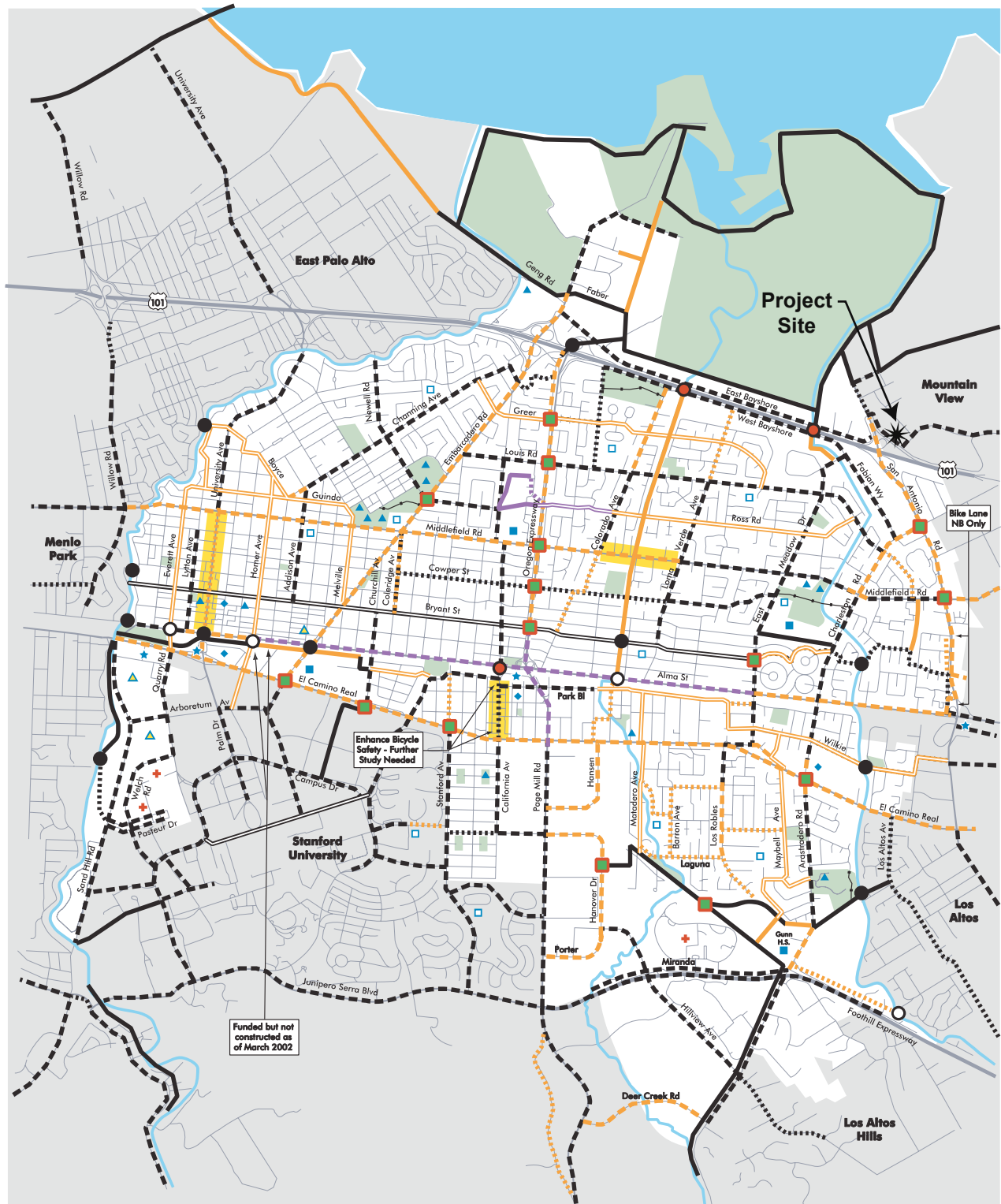


NOT TO SCALE

SOURCE: Palo Alto Police Department, Traffic Division – August 2002

FIGURE 4.12-1a

Palo Alto Truck Routes



- | EXISTING | PROPOSED |
|----------|----------------|
| | Bike Path |
| | Bike Lane |
| | Bike Route |
| | Bike Boulevard |
| | Park Path |

- Existing Bike/Ped Bridges or Tunnels
- Improve Existing Bike/Ped Bridges or Tunnels
- Proposed Bike/Ped Bridges or Tunnels
- Potential Long-Range Projects with Serious Implementation Issues
- Spot Improvement Needed

- Employment Centers
- Shopping Centers/Areas
- Transportation Facilities
- Medical Centers
- Community Centers, Libraries and Museums
- Elementary Schools
- Middle/High Schools
- Parks

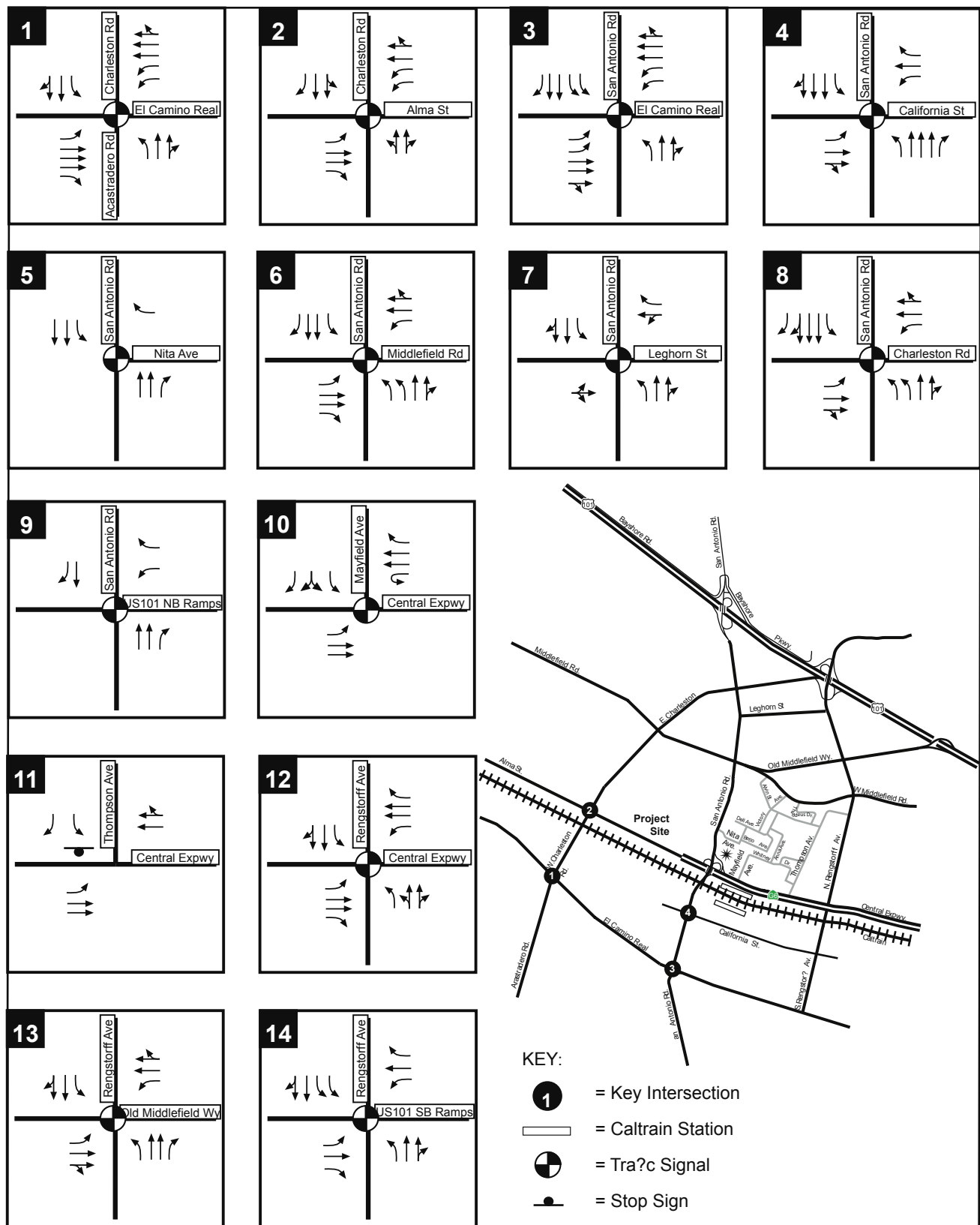


NOT TO SCALE

SOURCE: City of Palo Alto – May 2006, Fehr & Peers – May 2006

FIGURE 4.12-4a

Palo Alto Recommended Bikeways

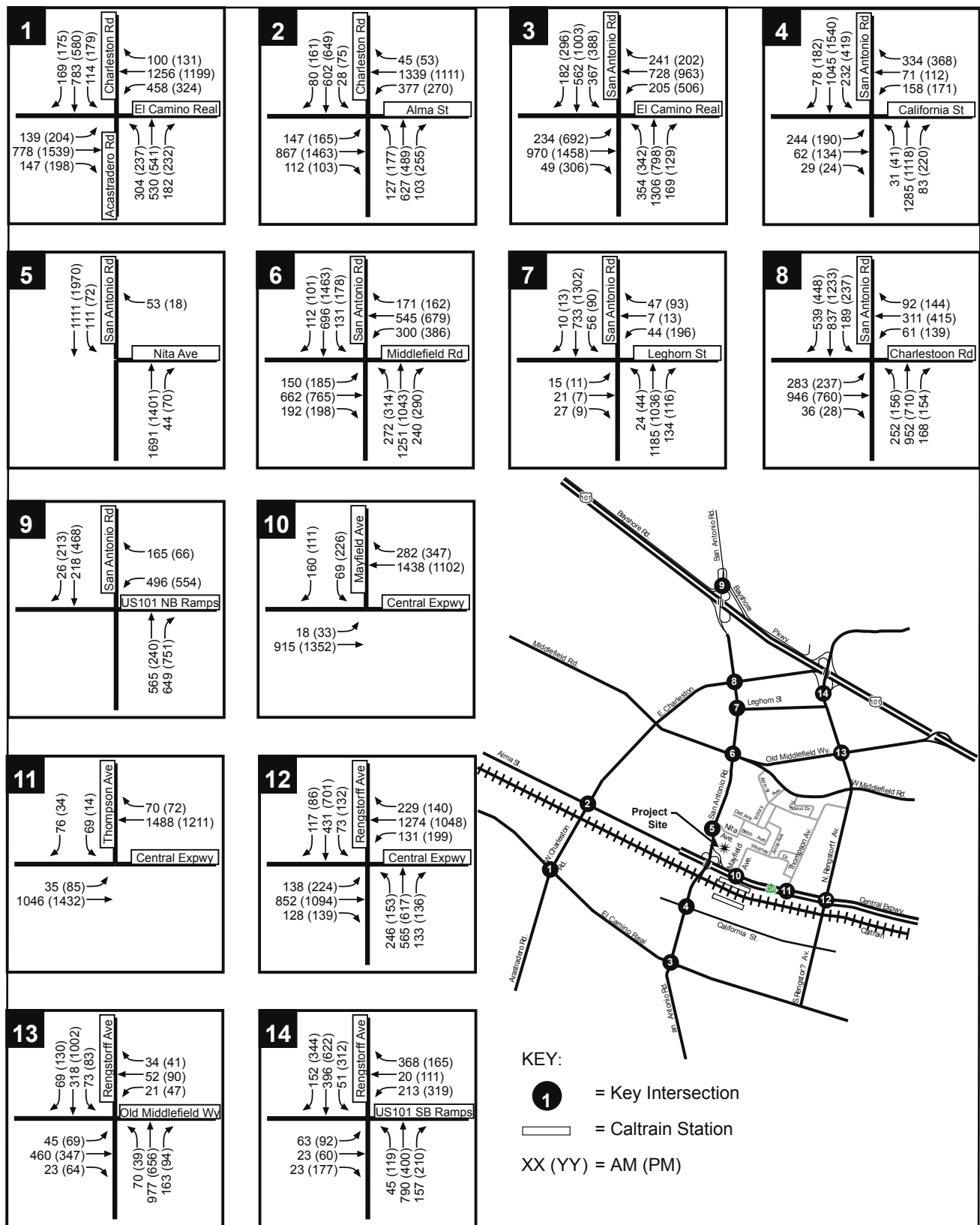


NOT TO SCALE

SOURCE: Fehr & Peers Transportation Consultants – November 2005

FIGURE 4.12-6

Existing Intersection Lane Configurations and Controls

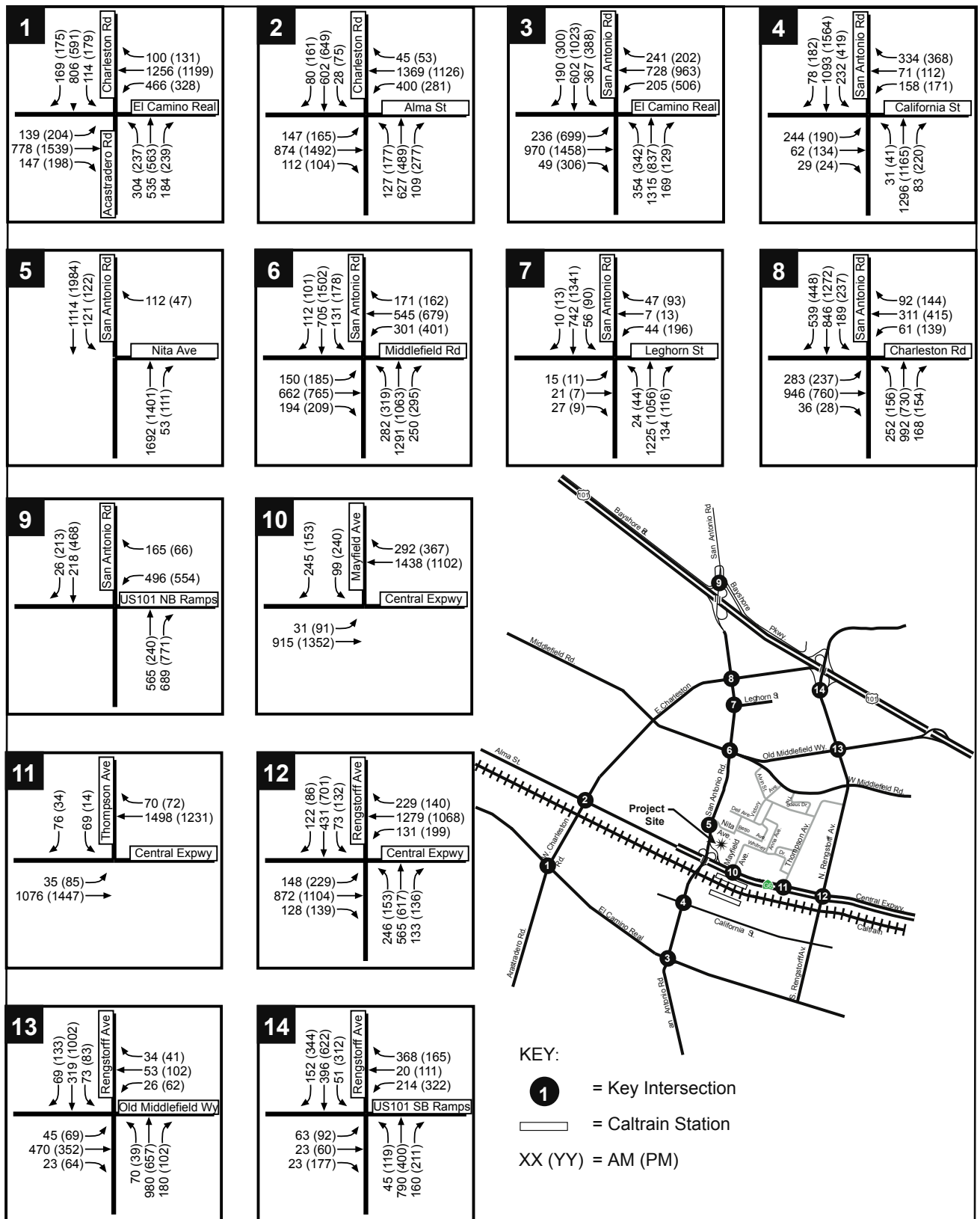


NOT TO SCALE

SOURCE: Fehr & Peers Transportation Consultants – November 2005

FIGURE 4.12-7

Background Intersection Peak-Hour Volumes

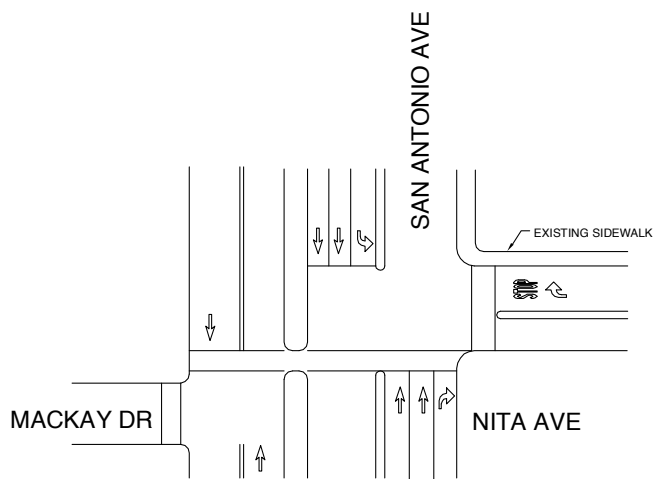


NOT TO SCALE

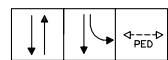
SOURCE: Fehr & Peers Transportation Consultants – November 2005

FIGURE 4.12-13

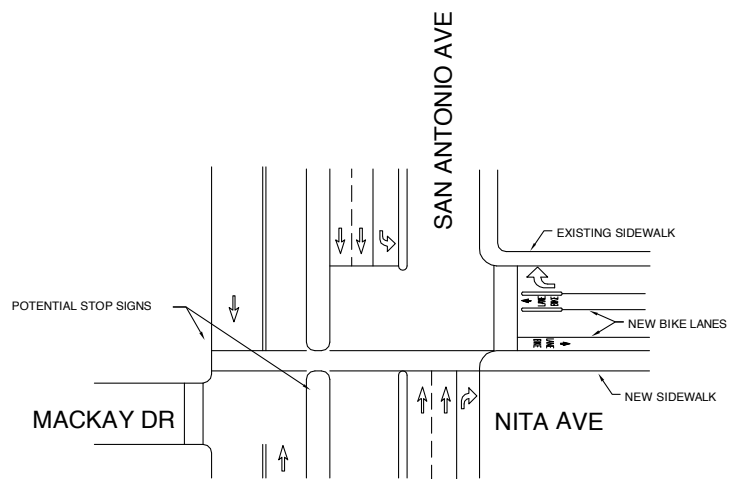
Project Intersection Peak-Hour Volumes



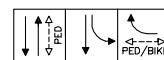
EXISTING PHASE DIAGRAM
(RIGHT TURNS FROM NITA NOT CONTROLLED BY SIGNAL)



STEADY DEMAND SEQUENCE →



RECOMMENDED PHASE DIAGRAM
(RIGHT TURNS FROM NITA HAVE SIGNAL PHASE AND ADD PEDESTRIAN PHASE TO NORTHBOUND DIRECTION)



STEADY DEMAND SEQUENCE →

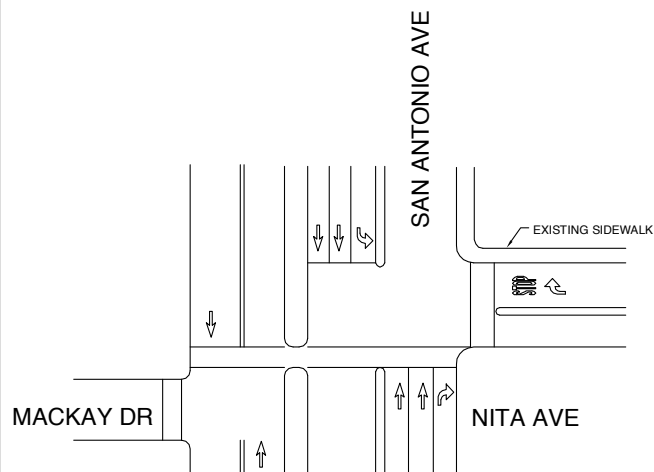


NOT TO SCALE

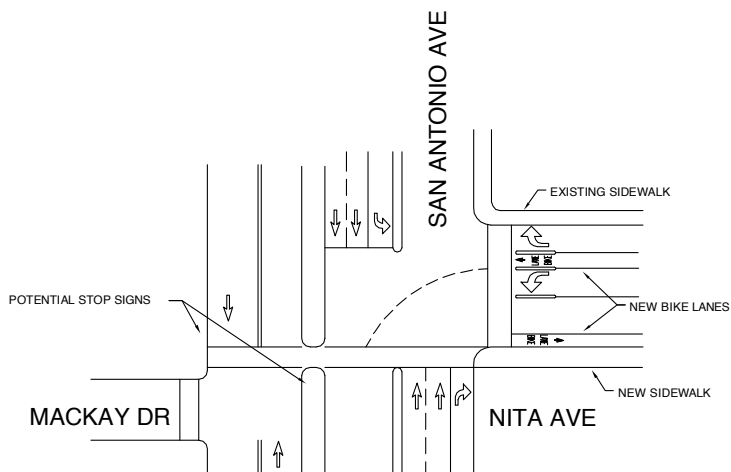
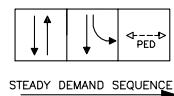
SOURCE: Fehr & Peers Transportation Consultants – March 2006

FIGURE 4.12-16

Traffic Signal Phase Improvements at San Antonio Road/Nita Avenue

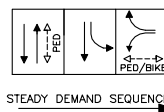


EXISTING PHASE DIAGRAM
(RIGHT TURNS FROM NITA NOT CONTROLLED BY SIGNAL)



RECOMMENDED PHASE DIAGRAM

(LEFT AND RIGHT TURNS FROM NITA HAVE SIGNAL PHASE AND ADD PEDESTRIAN PHASE TO NORTHBOUND DIRECTION)

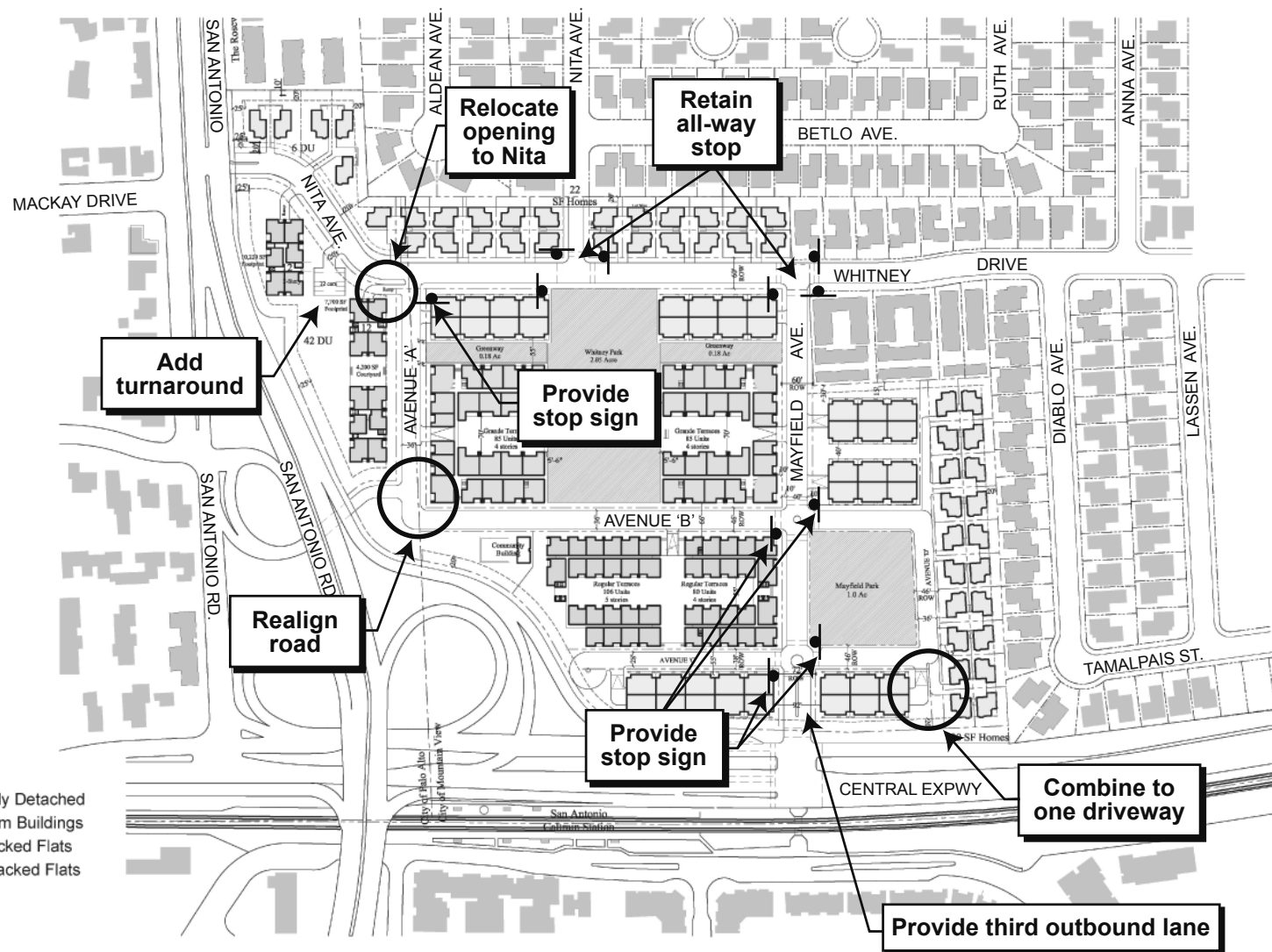


NOT TO SCALE

SOURCE: Fehr & Peers Transportation Consultants – March 2006

FIGURE **4.12-16a**

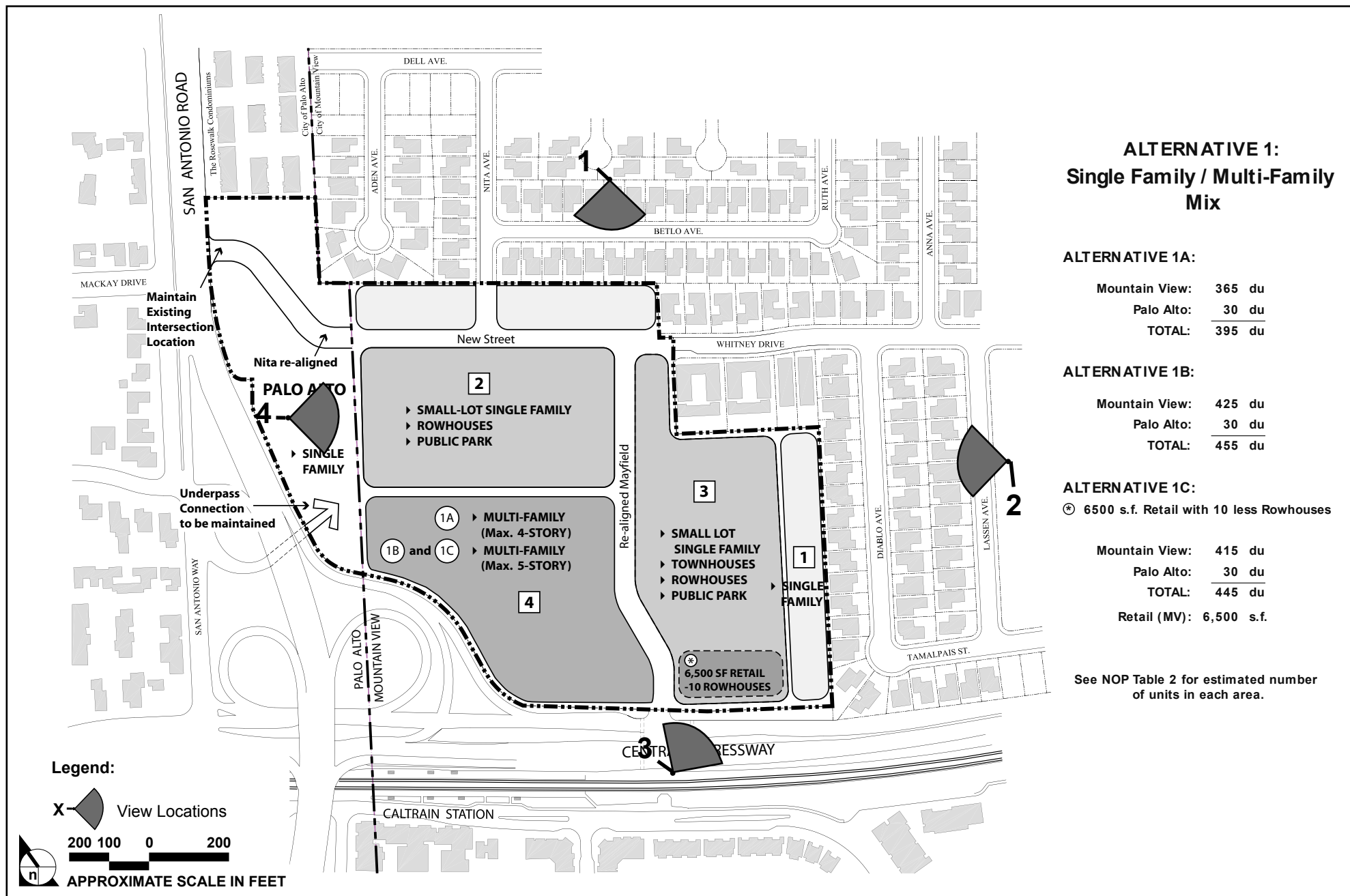
Traffic Signal Phase Improvements at San Antonio Avenue/Nita Avenue – With Left Turn Out



SOURCE: Fehr & Peers Transportation Consultants – November 2005

FIGURE 4.12-17

Conceptual Site Plan Recommendations



ALTERNATIVE 1: Single Family / Multi-Family Mix

ALTERNATIVE 1A:

Mountain View:	365 du
Palo Alto:	30 du
TOTAL:	395 du

ALTERNATIVE 1B:

Mountain View:	425 du
Palo Alto:	30 du
TOTAL:	455 du

ALTERNATIVE 1C:

⊕ 6500 s.f. Retail with 10 less Rowhouses

Mountain View:	415 du
Palo Alto:	30 du
TOTAL:	445 du
Retail (MV):	6,500 s.f.

See NOP Table 2 for estimated number of units in each area.

FIGURE **6-1**

Conceptual Site Plan for Alternative 1



SOURCE: Square One Poductions, Impact Sciences, Inc. – December 2005

FIGURE **6-2**

View 1 – Nita Avenue – Existing





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-3**

View 1 – Nita Avenue – Alternative 1



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **6-4**

View 2 – Diablo Avenue – Existing



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-5**

View 2 – Diablo Avenue – Alternative 1



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **6-6**

View 3 – Central Expressway – Existing





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-7**

View 3 – Central Expressway – Alternative 1



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **6-8**

View 4 – San Antonio Road – Existing



SOURCE: Square One Productions – 2005

FIGURE **6-9**

View 4 – San Antonio Road – Alternative 1





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-10**

View 2 – Diablo Avenue – Alternative 1 (Design Features)

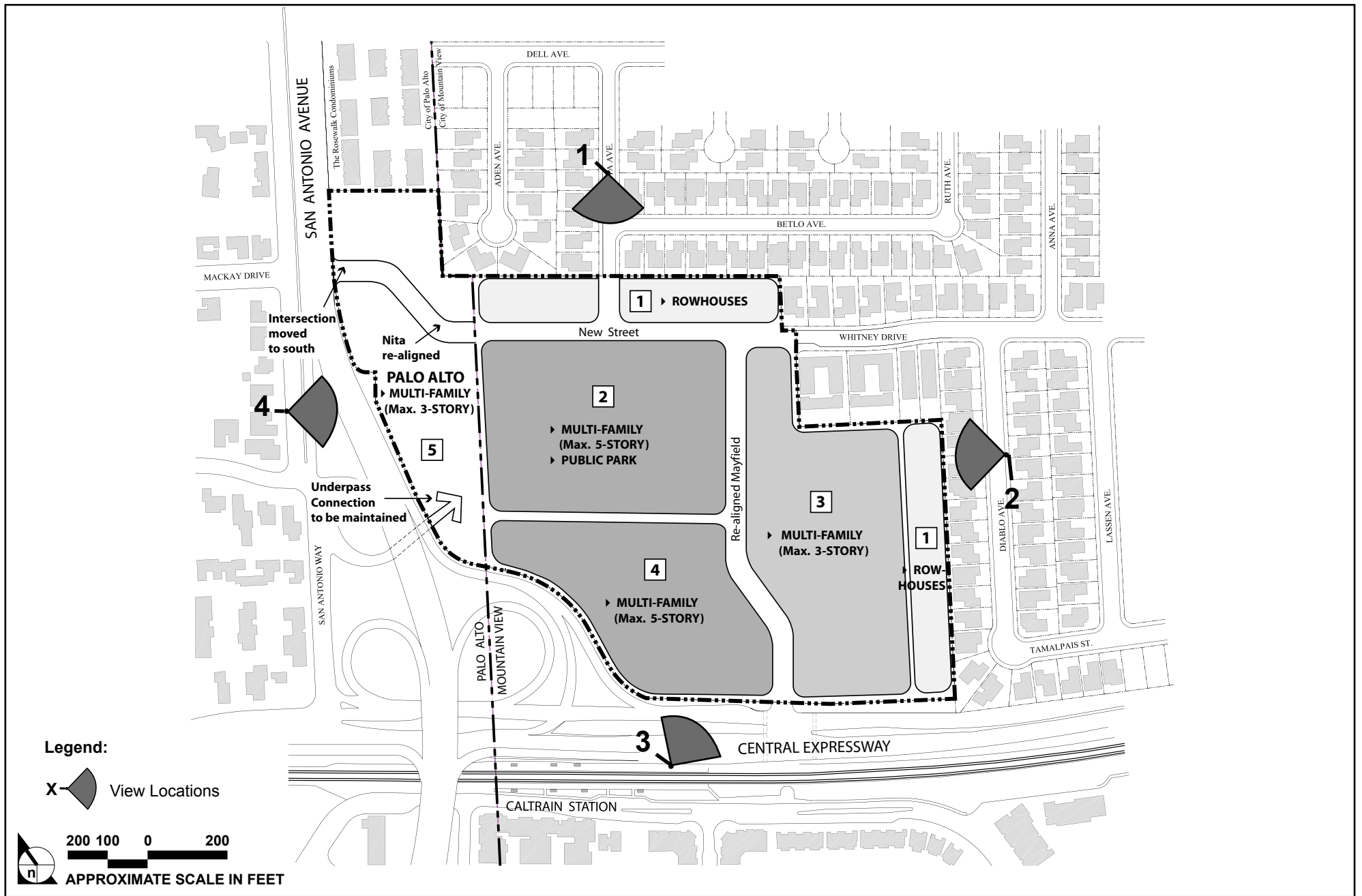


Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-11**

View 2 – Diablo Avenue – Alternative 1 (Vegetative Screening)



SOURCE: City of Mountain View – 2005

FIGURE 6-12

Conceptual Site Plan for Alternative 2



SOURCE: Square One Poductions, Impact Sciences, Inc. – December 2005

FIGURE **6-13**

View 1 – Nita Avenue – Existing





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-14**

View 1 – Nita Avenue – Alternative 2



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **6-15**

View 2 – Diablo Avenue – Existing





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-16**

View 2 – Diablo Avenue – Alternative 2



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE **6-17**

View 3 – Central Expressway – Existing





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-18**

View 3 – Central Expressway – Alternative 2



SOURCE: Square One Productions, Impact Sciences, Inc. – December 2005

FIGURE 6-19

View 4 – San Antonio Road – Existing



SOURCE: Square One Productions – 2005

FIGURE **6-20**

View 4 – San Antonio Road – Alternative 2





Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-21**

View 2 – Diablo Avenue – Alternative 2 (Design Features)



Note: Buildings are representative of the scale that would be allowed by the Precise Plan.

SOURCE: Square One Productions – 2005

FIGURE **6-22**

View 2 – Diablo Avenue – Alternative 2 (Vegetative Screening)

APPENDIX A

Additional Transportation Data

LIST OF APPROVED PROJECTS (01/2002-05/2005)

PROJECT LOCATION	EXISTING USES	APPROVED USES
3261 Ash	3,000 ft ² Warehouse, 1 Residential unit & 1,360 ft ² Office	2,870 ft ² Office ft ²
3239 El Camino Real	1,701 ft ² Neighborhood Retail, 1,740 ft ² Garage/Storage	3,992 ft ² Mixed Use – approx 3,000 ft ² Office, 750 ft ² Retail & approx 250 ft ² Common Use
2051 El Camino Real	Vacant	2 Residential Apt. Units, 511 ft ² retail, & 1,191 Neighborhood Business & Personal Service.
3922 Middlefield	Grocery Store	Additional 314 ft ² to Piazza's Grocery Store
727 Addison	1 Single Family Residential Unit	Additional 1 Residential Unit (Cottage)
520 Sand Hill Rd	Ronald McDonald House (temporary housing for families w/ hospitalized children)	Additional 24,754 ft ² expansion of Ronald McDonald House
744 – 752 Colorado/754-760 San Carlos	3 Single Family Residential Units	4 Single Family Residential Units
4120 Middlefield Rd	Educational Facility	6 Additional Modular Classrooms totaling 9,600 ft ²
4000 Middlefield Rd	Community Center	2 Additional Modular relocatable Unit approximately 5,120 ft ²
270 University	10,568 ft ² Downtown Retail	4,198 ft ² Downtown Retail, 8,998 ft ² Office
971 Addison	1 Single Family Residential Unit	Additional 1 Residential Unit (Cottage)
901 High St	Automobile Storage (no structures)	12 Apt. Residential Units, 5,000 ft ² Office, & 7,063 ft ² Downtown Retail
42 Roosevelt	1 Single Family Residential Unit	Additional 1 Residential Unit (Cottage)
33-45 Encina Ave	5,260 ft ² Neighborhood Retail	8,155 ft ² Neighborhood Services/Center & 89 SRO/Apts Residential Units
3160 Louis	1 Single Family Residential Unit	Additional 1 Residential Unit (Cottage)
730 Welch	Office	Additional 492 ft ² Exterior Modifications
3401 Hillview	5,000 ft ² Storage Facility	Additional 511 ft ² to the Storage Facility
3150 El Camino Real	Restaurant	Additional 812 ft ² to Restaurant

PROJECT LOCATION	EXISTING USES	APPROVED USES
795 El Camino Real	Medical Offices/Clinics	Additional 41,500 ft ² Medical Offices/Clinics
911 Hansen	Research and Development Office	Additional 3,687 ft ² Research and Development Office
800 High St.	17,632 ft ² Manufacturing Facility	1,883 ft ² Downtown Retail, 60 Condo Residential Units
2701 El Camino Real	Vacant	81 Senior Housing Residential Units
361 California Ave	1,872 ft ² Strip Retail	6,048 ft ² Strip Retail
940 E. Meadow Ave	21,300 ft ² Office, 41,325 ft ² Warehouse	76 Condo Residential Units
2650 – 2780 El Camino Real	Vacant	6 Acres Soccer Complex (Stanford Development Agreement)
2450 – 2500 El Camino Real	39,860 Office	70 Condo/Apt Residential Units (Stanford Development Agreement)
1451 – 1601 California Ave	100,000 Office	110 Single Family/Townhome Residential Units
3421 Hillview	Research and Development Office	100,000 Research and Development Office (1 st 100k vested to Stanford in Stanford Devt Agreement)
3900 Fabian Way	50,000 ft ² Office	50,000 ft ² Private School w/ 300 students

LIST OF PENDING PROJECTS
(Based on May 2005 Data Base)

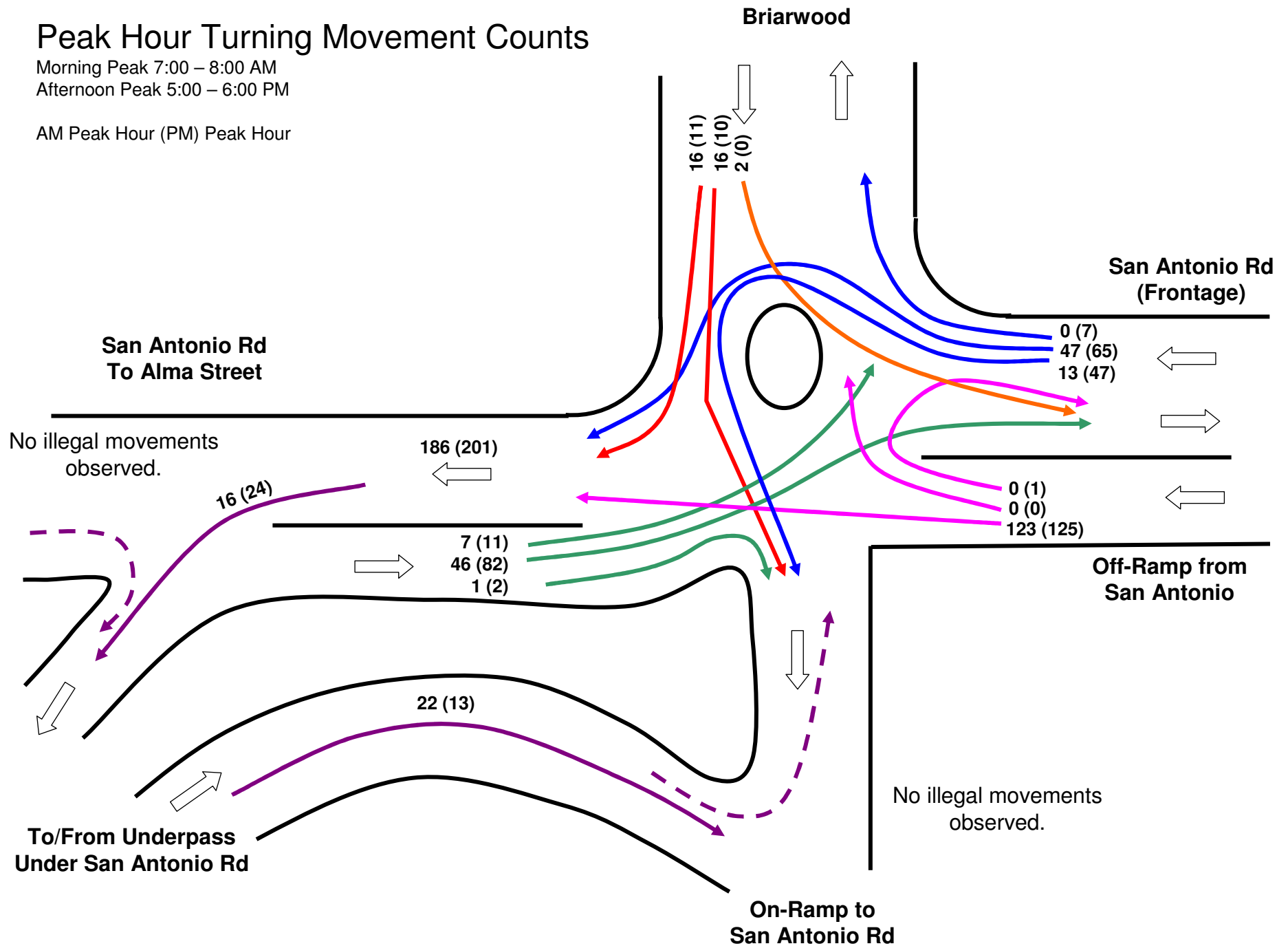
PROJECT LOCATION	EXISTING USES	PROPOSED USES
901 San Antonio Road	265,000 ft ² office space and 2,500 ft ² fast food restaurant	160 town homes, 66 senior housing units, 106 congregate care units, 70 assisted living units, 113,000 ft ² community center, and 17,000 ft ² daycare
2300 East Bayshore	8,400 ft ² restaurant and 33,200 ft ² office space	74,000 ft ² general office space
100 Mayfield Drive	5 acres in Palo Alto: 72,300 ft ² office 22 acres in Mountain View: 650,000 ft ² office space	Palo Alto: 130 town homes Mountain View: 710 town homes
2180 El Camino Real	6,445 ft ² grocery store, 4,200 ft ² retail, and 5,000 ft ² office	6,095 ft ² retail, 20,000 ft ² grocery store, 30,986 ft ² office space, and 6 apartments
4219 El Camino Real (Hyatt Richeys)	344 hotel rooms and 120 daily trips associated with conference rooms	51 single family homes and 134 town homes
3445 Alma Street (Alma Plaza)	45,160 ft ² shopping center	12,500 ft ² grocery store and 48 town homes
Remainder of Stanford Development Agreement		70 town homes and 200,000 ft ² office space
3270-3290 West Bayshore	99,150 ft ² office space	54 town homes and 36 single family homes
1795 El Camino Real		3,071 ft ² office, 1,842 ft ² retail, and 2 apartments
440 Portage Avenue	12,600 ft ² warehouse and 12,070 ft ² auto care	24,670 ft ² health club
260 Homer Avenue		30,000 ft ² office space and 4 apartments
777 Welch Road	10,059 ft ² dental/medical office	34,749 ft ² dental/medical office
820 Ramona		6,300 ft ² office and 2 apartments
1101 East Meadow (2 nd Trumark Homes)	61,360 ft ² office space	75 town homes
4249 El Camino Real (Elks Club)	30,000 ft ² fraternal organization and 160 student private school	100 town homes
195 Page Mill	54,045 ft ² office	177 apartments, 45,115 ft ² R&D, and 2000 ft ² retail
525 San Antonio Road	325 child - daycare center	10 single family homes
El Camino/Los Robles to Matadero Creek	38,000 ft ² retail/commercial and 68 apartments	77,000 ft ² retail/ commercial
3880 Middlefield Road (Challenger School)	356 students	Capacity of 596 students
Terman Middle School	335 students	Capacity of 700 students

PROJECT LOCATION	EXISTING USES	PROPOSED USES
Gunn High School	1686 students	Capacity of 1800 students
JLS Elementary School	919 students	Capacity of 1100 students
Fairmeadow Elementary School	339 students	Capacity of 360 students
Hoover Elementary School	359 students	Capacity of 360 students
Juana Briones Elementary School	231 students	Capacity of 300 students
3200 Park Boulevard/340 Portage Avenue	274,000 ft ² retail/commercial	370 town homes
870 North California Avenue		Private elementary school with 482 students
East side of Sheridan Avenue between SPRR and Park Boulevard	54,045 ft ² office space	150 town homes
1072 Tanland Drive	Replacement of closed swimming pools	12 town homes and 12,156 ft ² local community center
455 Lambert Street	9000 ft ² warehouse	5,000 ft ² office space and 2,000 ft ² storage
430 Lambert Street	28,736 ft ² warehouse	17,351 ft ² office and 4,730 ft ² warehouse
2225 El Camino Real	2,110 ft ² retail	2,300 ft ² retail and 1,860 ft ² office
361 California Avenue	1,907 ft ² restaurant	6,084 ft ² retail
657 Alma Street	12,472 ft ² retail	11,281 ft ² office and 4,299 ft ² retail
234 Hamilton Avenue	6,738 ft ² cafe	11,440 ft ² café
1805 El Camino Real	1,579 ft ² retail	5,318 ft ² retail and 2 apartments
2825 El Camino Real	4,300 ft ² restaurant	2,000 ft ² retail, 6,996 ft ² office, and 2 apartments
382 Curtner Avenue		6 town homes
335 University Avenue	6,230 ft ² walk-in bank	6,230 ft ² retail, 5,952 office and 1 apartment

Peak Hour Turning Movement Counts

Morning Peak 7:00 – 8:00 AM
Afternoon Peak 5:00 – 6:00 PM

AM Peak Hour (PM) Peak Hour



Traffic Data Service

(408) 377-2988

tdsbay@cs.com

File Name : 1AMFINAL

Site Code : 00000001

Start Date : 02/07/2006

Page No : 1

Groups Printed- Group 1

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA STREET Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	5	3	0	8	0	0	19	19	0	9	1	2	12	0	0	0	0	39
07:15 AM	0	4	3	3	10	0	1	24	25	1	8	0	2	11	2	2	0	4	50
07:30 AM	0	15	12	5	32	0	1	23	24	0	10	1	10	21	3	3	0	6	83
07:45 AM	1	6	3	4	14	0	0	27	27	0	6	0	10	16	8	2	0	10	67
Total	1	30	21	12	64	0	2	93	95	1	33	2	24	60	13	7	0	20	239
08:00 AM	0	7	0	1	8	0	0	31	31	0	12	1	5	18	2	4	1	7	64
08:15 AM	0	14	4	8	26	0	0	34	34	1	11	2	10	24	7	3	0	10	94
08:30 AM	0	15	7	4	26	0	0	28	28	0	15	2	6	23	4	2	0	6	83
08:45 AM	0	11	2	3	16	0	0	30	30	0	8	2	1	11	3	7	1	11	68
Total	0	47	13	16	76	0	0	123	123	1	46	7	22	76	16	16	2	34	309
Grand Total	1	77	34	28	140	0	2	216	218	2	79	9	46	136	29	23	2	54	548
Apprch %	0.7	55.0	24.3	20.0		0.0	0.9	99.1		1.5	58.1	6.6	33.8		53.7	42.6	3.7		
Total %	0.2	14.1	6.2	5.1	25.5	0.0	0.4	39.4	39.8	0.4	14.4	1.6	8.4	24.8	5.3	4.2	0.4	9.9	

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA STREET Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total
Intersection 08:00 AM																			
Volume	0	47	13	16	76	0	0	123	123	1	46	7	22	76	16	16	2	34	309
Percent	0.0	61.8	17.1	21.1		0.0	0.0	100.0		1.3	60.5	9.2	28.9		47.1	47.1	5.9		
08:15 Volume Peak Factor	0	14	4	8	26	0	0	34	34	1	11	2	10	24	7	3	0	10	94
High Int. Volume Peak Factor	08:15 AM 0	14	4	8	26	08:15 AM 0	0	34	34	08:15 AM 1	11	2	10	24	08:45 AM 3	7	1	11	0.822
					0.731				0.904					0.792				0.773	

Traffic Data Service

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File Name : 1PMFINAL

Site Code : 00000001

Start Date : 02/07/2006

Page No : 1

Groups Printed- Group 1

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA ST) Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	15	7	2	25	0	2	29	31	1	6	1	3	11	1	2	0	3	70
04:15 PM	2	10	2	2	16	1	0	22	23	1	28	1	3	33	0	3	0	3	75
04:30 PM	2	11	12	1	26	2	0	29	31	1	17	1	1	20	1	5	0	6	83
04:45 PM	1	12	13	2	28	0	0	30	30	1	20	1	1	23	1	2	0	3	84
Total	6	48	34	7	95	3	2	110	115	4	71	4	8	87	3	12	0	15	312
05:00 PM	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	111
05:15 PM	3	14	13	7	37	1	0	31	32	0	20	2	3	25	3	1	0	4	98
05:30 PM	0	17	14	3	34	0	0	34	34	1	20	3	5	29	2	5	0	7	104
05:45 PM	3	13	10	7	33	0	0	25	25	0	18	4	2	24	2	1	0	3	85
Total	7	65	47	24	143	1	0	125	126	2	82	11	13	108	11	10	0	21	398
Grand Total	13	113	81	31	238	4	2	235	241	6	153	15	21	195	14	22	0	36	710
Apprch %	5.5	47.5	34.0	13.0		1.7	0.8	97.5		3.1	78.5	7.7	10.8		38.9	61.1	0.0		
Total %	1.8	15.9	11.4	4.4	33.5	0.6	0.3	33.1	33.9	0.8	21.5	2.1	3.0	27.5	2.0	3.1	0.0	5.1	

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA ST) Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Intersection	05:00 PM																		
Volume	7	65	47	24	143	1	0	125	126	2	82	11	13	108	11	10	0	21	398
Percent	4.9	45.5	32.9	16.8		0.8	0.0	99.2		1.9	75.9	10.2	12.0		52.4	47.6	0.0		
05:00 Volume	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	111
Peak Factor																			0.896
High Int.	05:00 PM					05:00 PM				05:00 PM					05:00 PM				
Volume	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	
Peak Factor					0.917				0.900					0.900				0.750	

Traffic Data Service

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File Name : 1AMPM
Site Code : 00000001
Start Date : 02/07/2006
Page No : 1

Groups Printed- 1 - Group 1

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA ST) Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	5	3	0	8	0	0	19	19	0	9	1	2	12	0	0	0	0	39
07:15 AM	0	4	3	3	10	0	1	24	25	1	8	0	2	11	2	2	0	4	50
07:30 AM	0	15	12	5	32	0	1	23	24	0	10	1	10	21	3	3	0	6	83
07:45 AM	1	6	3	4	14	0	0	27	27	0	6	0	10	16	8	2	0	10	67
Total	1	30	21	12	64	0	2	93	95	1	33	2	24	60	13	7	0	20	239
08:00 AM	0	7	0	1	8	0	0	31	31	0	12	1	5	18	2	4	1	7	64
08:15 AM	0	14	4	8	26	0	0	34	34	1	11	2	10	24	7	3	0	10	94
08:30 AM	0	15	7	4	26	0	0	28	28	0	15	2	6	23	4	2	0	6	83
08:45 AM	0	11	2	3	16	0	0	30	30	0	8	2	1	11	3	7	1	11	68
Total	0	47	13	16	76	0	0	123	123	1	46	7	22	76	16	16	2	34	309

*** BREAK ***

04:00 PM	1	15	7	2	25	0	2	29	31	1	6	1	3	11	1	2	0	3	70
04:15 PM	2	10	2	2	16	1	0	22	23	1	28	1	3	33	0	3	0	3	75
04:30 PM	2	11	12	1	26	2	0	29	31	1	17	1	1	20	1	5	0	6	83
04:45 PM	1	12	13	2	28	0	0	30	30	1	20	1	1	23	1	2	0	3	84
Total	6	48	34	7	95	3	2	110	115	4	71	4	8	87	3	12	0	15	312
05:00 PM	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	111
05:15 PM	3	14	13	7	37	1	0	31	32	0	20	2	3	25	3	1	0	4	98
05:30 PM	0	17	14	3	34	0	0	34	34	1	20	3	5	29	2	5	0	7	104
05:45 PM	3	13	10	7	33	0	0	25	25	0	18	4	2	24	2	1	0	3	85
Total	7	65	47	24	143	1	0	125	126	2	82	11	13	108	11	10	0	21	398
Grand Total	14	190	115	59	378	4	4	451	459	8	232	24	67	331	43	45	2	90	1258
Apprch %	3.7	50.3	30.4	15.6		0.9	0.9	98.3		2.4	70.1	7.3	20.2		47.8	50.0	2.2		
Total %	1.1	15.1	9.1	4.7	30.0	0.3	0.3	35.9	36.5	0.6	18.4	1.9	5.3	26.3	3.4	3.6	0.2	7.2	

	SAN ANTONIO RD (FRONTAGE) Southbound					OFF-RAMP FROM SAN ANTONIO RD Southbound				SAN ANTONIO RD (FROM ALMA ST) Northbound					BRIARWOOD Eastbound				
Start Time	Rig ht 1	Thr u 2	Left 3	13	App. Total	U- Tur n 7	Rig ht 8	Thr u 9	App. Total	Rig ht 12	Thr u 11	Left 10	14	App. Total	Rig ht 4	Thr u 5	Left 6	App. Total	Int. Total

Peak Hour From 07:00 AM to 05:45 PM - Peak 1 of 1

Intersection	05:00 PM																		
Volume	7	65	47	24	143	1	0	125	126	2	82	11	13	108	11	10	0	21	398
Percent	4.9	45.5	32.9	16.8		0.8	0.0	99.2		1.9	75.9	10.2	12.0		52.4	47.6	0.0		
05:00	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	111
Volume																			
Peak																			
Factor																			0.896
High Int.	05:00 PM					05:00 PM				05:00 PM					05:00 PM				
Volume	1	21	10	7	39	0	0	35	35	1	24	2	3	30	4	3	0	7	
Peak																			
Factor					0.917				0.900					0.900				0.750	

Traffic Data Service Vehicle Counts

VehicleCount-2403 -- English (enu)

Datasets:

Site: [1E] EB NELSON DR: BETWEEN CHARLESTON RD & EL CAPITAN
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, February 07, 2006 - Total=846, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	1	1	8	49	78	25	31	45	76	44	76	75	57	78	84	44	39	21	9	3	
0	0	0	0	1	0	1	2	20	7	10	9	20	6	17	16	11	14	34	10	19	6	3	3	4
1	0	0	0	0	0	1	5	24	4	7	15	26	12	19	20	17	16	22	13	11	6	4	0	2
1	0	0	0	0	1	2	7	24	6	9	12	12	11	19	24	14	25	10	8	5	2	1	0	0
0	0	0	0	0	0	4	35	10	8	5	9	18	15	21	15	15	23	18	13	4	7	1	0	0

AM Peak 0745 - 0845 (103), AM PHF=0.74 PM Peak 1730 - 1830 (104), PM PHF=0.76

* Wednesday, February 08, 2006 - Total=864, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	0	0	1	0	1	5	38	65	42	34	60	42	69	72	65	62	103	74	49	30	22	20	4	
4	0	0	0	0	0	2	3	14	12	11	11	15	15	19	12	20	26	21	8	11	7	6	0	0
2	0	0	0	0	0	1	4	16	9	6	16	12	15	24	20	12	28	19	16	7	6	5	3	2
0	0	0	0	0	0	1	6	27	12	10	16	5	25	13	20	12	27	21	10	6	6	5	0	1
0	0	0	1	0	1	1	25	8	9	7	17	10	14	16	13	18	22	13	15	6	3	4	1	0

AM Peak 0745 - 0845 (82), AM PHF=0.76 PM Peak 1700 - 1800 (103), PM PHF=0.92

* Thursday, February 09, 2006 - Total=876, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	0	1	2	1	4	40	73	27	44	68	62	49	53	75	67	82	81	49	49	28	12	5	
0	0	0	0	1	0	1	2	20	8	8	15	19	11	10	19	19	21	25	14	8	11	2	1	0
2	0	0	0	0	0	1	4	18	9	11	21	13	13	17	20	12	24	22	9	13	8	1	2	2
1	0	0	1	1	0	0	4	23	6	11	11	19	14	18	15	14	18	17	16	18	7	6	1	1
0	1	0	0	0	1	2	30	12	4	14	21	11	11	8	21	22	19	17	10	10	2	3	1	1

AM Peak 0745 - 0845 (91), AM PHF=0.76 PM Peak 1715 - 1815 (86), PM PHF=0.86

Traffic Data Service Vehicle Counts

VehicleCount-2402 -- English (enu)

Datasets:

Site: [1W] WB NELSON DR: BETWEEN CHARLESTON RD & EL CAPITAN
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, February 07, 2006 - Total=950, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	2	3	4	13	94	130	79	44	46	66	64	84	60	57	69	54	41	19	8	9	3	
0	0	0	0	0	1	3	12	27	30	16	7	15	12	19	20	13	20	15	15	9	1	5	1	0
1	0	0	0	0	0	1	12	37	14	8	11	19	21	22	12	12	12	9	8	3	2	2	0	1
0	0	0	1	0	0	4	22	33	19	9	20	18	12	20	8	17	16	19	11	4	2	2	1	0
0	0	0	1	3	3	5	48	33	16	11	8	14	19	23	20	15	21	11	7	3	3	0	1	0

AM Peak 0745 - 0845 (145), AM PHF=0.76 PM Peak 1415 - 1515 (85), PM PHF=0.92

* Wednesday, February 08, 2006 - Total=975, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	2	1	4	17	85	136	80	62	64	63	72	60	76	75	57	40	36	17	6	17	4	
0	0	0	0	1	0	3	5	38	24	20	8	15	10	11	23	18	9	10	14	9	3	6	2	0
1	0	0	0	0	1	0	8	31	17	13	13	11	19	17	15	20	11	6	13	3	1	4	0	0
0	0	0	1	0	0	6	21	28	20	17	24	20	31	16	13	10	22	13	5	2	2	3	1	0
0	0	0	1	0	3	8	51	39	19	12	19	17	12	16	25	27	15	11	4	3	0	4	1	1

AM Peak 0745 - 0845 (148), AM PHF=0.73 PM Peak 1245 - 1345 (77), PM PHF=0.62

* Thursday, February 09, 2006 - Total=980, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	2	3	6	14	99	127	75	46	75	59	75	74	58	61	84	42	31	15	19	10	4	
0	0	0	0	1	2	0	7	34	21	11	17	17	17	12	14	20	20	12	9	6	13	4	1	0
0	0	0	0	0	1	1	16	34	17	5	17	14	16	18	18	11	9	8	15	4	1	4	2	0
0	0	0	2	0	2	3	18	29	26	16	21	9	16	27	12	15	25	10	5	2	3	0	1	1
1	0	0	0	2	1	10	58	30	11	14	20	19	26	17	14	15	30	12	2	3	2	2	0	0

AM Peak 0745 - 0845 (155), AM PHF=0.67 PM Peak 1700 - 1800 (84), PM PHF=0.70

Traffic Data Service Event Counts

EventCount-2407 -- English (enu)

Datasets:

Site: [3E] EB UNDREPASS UNDER SAN ANTONIO RD
Input A: 4 - West bound. - Excluded from totals. (0)
Input B: 2 - East bound. - Added to totals. (1)
Name: Factory default profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, February 07, 2006=159, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	0	1	12	18	7	12	8	10	11	6	16	10	26	11	4	5	1	0	1	
0	0	0	0	0	0	1	0	2	3	1	3	2	2	1	3	2	8	8	1	0	0	0	0	0
0	0	0	0	0	0	0	3	7	3	5	3	6	2	2	1	4	7	1	3	3	1	0	1	0
0	0	0	0	0	0	0	4	5	0	2	1	0	5	1	7	2	4	1	0	1	0	0	0	0
0	0	0	0	0	0	0	5	4	1	4	1	2	2	2	5	2	7	1	0	1	0	0	0	0

AM Peak 0745 - 0845 (19), AM PHF=0.68 PM Peak 1700 - 1800 (26), PM PHF=0.81

* Wednesday, February 08, 2006=171, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	1	0	1	1	12	11	13	6	12	12	10	8	12	16	32	7	10	4	1	1	1	
0	0	0	0	0	0	0	2	1	1	2	4	2	3	2	0	3	8	4	5	2	0	0	0	0
0	0	0	0	0	0	0	4	2	7	0	0	2	0	3	3	5	8	2	2	0	1	1	1	0
0	0	0	1	0	0	1	5	2	2	1	6	5	2	1	6	2	9	0	1	1	0	0	0	0
0	0	0	0	0	1	0	1	6	3	3	2	3	5	2	3	6	7	1	2	1	0	0	0	0

AM Peak 0830 - 0930 (16), AM PHF=0.57 PM Peak 1700 - 1800 (32), PM PHF=0.89

* Thursday, February 09, 2006=139, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	1	3	9	6	14	5	8	6	10	5	12	16	20	12	3	3	2	2	1	
0	0	0	0	1	0	0	0	3	3	1	4	2	4	0	1	5	4	5	0	0	0	0	1	0
0	0	0	0	0	0	0	4	1	4	0	1	2	2	3	4	1	5	2	3	0	1	1	0	0
0	0	0	0	0	0	1	2	1	1	3	2	1	3	1	4	3	5	2	0	0	1	1	0	0
0	0	0	0	0	1	2	3	1	6	1	1	1	1	1	3	7	6	3	0	3	0	0	0	0

AM Peak 0900 - 1000 (14), AM PHF=0.58 PM Peak 1645 - 1745 (21), PM PHF=0.75

Traffic Data Service Event Counts

EventCount-2406 -- English (enu)

Datasets:

Site: [3W] WB UNDREPASS UNDER SAN ANTONIO RD
Input A: 4 - West bound. - Added to totals. (1)
Input B: 2 - East bound. - Excluded from totals. (0)
Name: Factory default profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, February 07, 2006=190, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	1	2	25	23	16	5	9	11	6	13	17	9	12	12	13	7	5	2	2	
0	0	0	0	0	0	0	2	6	3	0	3	3	0	3	4	3	3	5	9	1	1	0	2	0
0	0	0	0	0	0	1	2	9	4	3	2	4	2	5	4	4	3	1	2	1	2	2	0	0
0	0	0	0	0	1	1	9	7	3	0	3	2	2	0	4	0	4	4	1	1	2	0	0	0
0	0	0	0	0	0	0	12	1	6	2	1	2	2	5	5	2	2	2	1	4	0	0	0	0

AM Peak 0730 - 0830 (36), AM PHF=0.75 PM Peak 1445 - 1545 (17), PM PHF=0.85

* Wednesday, February 08, 2006=207, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	2	0	1	1	21	29	19	10	9	9	10	13	12	15	26	10	10	7	2	0	1	
0	0	0	0	0	0	0	1	4	6	2	3	2	3	4	3	3	9	4	2	4	0	0	0	0
0	0	0	0	0	1	0	5	9	2	2	1	3	2	2	0	4	8	5	3	1	0	0	0	0
0	0	0	2	0	0	1	6	9	8	3	3	3	4	1	6	4	5	0	2	2	0	0	1	0
0	0	0	0	0	0	0	9	7	3	3	2	1	1	6	3	4	4	1	3	0	2	0	0	0

AM Peak 0745 - 0845 (31), AM PHF=0.86 PM Peak 1645 - 1745 (26), PM PHF=0.72

* Thursday, February 09, 2006=233, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	0	1	6	41	20	15	13	8	12	8	12	17	13	22	18	13	7	4	2	1	
0	0	0	0	0	1	1	3	5	2	3	1	3	1	2	2	2	6	1	4	3	3	2	1	0
0	0	0	0	0	0	1	9	7	2	3	4	6	2	3	6	3	4	7	4	0	0	0	0	1
0	0	0	0	0	0	0	15	5	5	3	1	2	4	6	3	3	5	3	5	1	0	0	0	0
0	0	0	0	0	0	4	14	3	6	4	2	1	1	1	6	5	7	7	0	3	1	0	0	0

AM Peak 0715 - 0815 (43), AM PHF=0.72 PM Peak 1700 - 1800 (22), PM PHF=0.79

[illegible]

[illegible]

Traffic Data Service Event Counts

EventCount-6 -- English (ENU)

Datasets:

Site: [4] NB & SB SAN ANTONIO RD (FRONTAGE): N/O BRIARWOOD
Input A: 0 - Unused or unknown. - Excluded from totals. (0)
Input B: 7 - North/South. - Added to totals. (1)
Name: Factory default profile
Scheme: Count events divided by two.
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Tuesday, March 07, 2006=1288, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	4	1	1	1	8	19	89	128	81	52	54	40	66	46	104	138	248	100	38	21	24	12	9	
1	0	0	0	0	1	2	10	24	23	17	10	14	10	6	21	32	45	44	13	8	7	4	0	0
0	3	0	0	0	1	1	22	27	22	11	17	6	18	11	31	34	64	21	10	3	5	2	0	2
2	0	0	1	0	5	8	39	41	20	16	11	8	18	14	26	31	79	17	4	4	7	5	6	0
1	1	1	0	1	1	8	18	36	16	8	16	12	20	15	26	41	60	18	11	6	5	1	3	0

AM Peak 0800 - 0900 (128), AM PHF=0.78 PM Peak 1700 - 1800 (248), PM PHF=0.78

* Wednesday, March 08, 2006=1250, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	0	1	0	2	22	88	105	87	46	46	50	37	63	112	140	246	83	40	28	19	23	8	
0	1	0	0	0	0	2	9	16	24	14	9	12	6	15	25	37	46	42	8	11	6	10	1	2
2	1	0	0	0	0	2	19	29	16	12	11	10	11	11	34	30	63	17	13	4	2	6	3	1
0	0	0	0	0	0	9	37	30	23	12	13	18	11	17	25	28	77	18	10	6	8	5	4	0
0	0	0	1	0	2	9	23	30	24	8	13	10	9	20	28	45	60	6	9	7	3	2	0	0

AM Peak 0815 - 0915 (113), AM PHF=0.94 PM Peak 1700 - 1800 (246), PM PHF=0.80

* Thursday, March 09, 2006=1280, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	3	1	1	0	2	24	85	113	98	57	61	63	60	62	85	112	252	83	42	22	16	20	15	
2	0	0	0	0	2	2	10	23	31	16	10	15	12	15	18	20	64	40	14	9	6	5	3	-
1	0	0	0	0	0	2	20	29	23	11	20	17	18	9	21	24	44	19	12	7	1	6	3	-
0	2	1	0	0	0	9	25	36	28	14	14	13	14	15	23	25	69	16	10	3	6	5	5	-
0	1	0	1	0	0	11	30	25	16	16	17	18	16	23	23	43	75	8	6	3	3	4	4	-

AM Peak 0815 - 0915 (121), AM PHF=0.84

Traffic Data Service

Vehicle Counts

VehicleCount-1922 -- English (enu)

Datasets:

Site: [10E] EB WHITNEY DR E/O MAYFIELD AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=291, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	4	2	4	6	17	14	14	15	16	14	13	17	27	34	31	20	14	16	7	4	
1	0	0	0	2	2	0	3	6	3	6	3	4	2	3	3	8	9	10	2	4	4	1	0	1
0	0	0	0	0	0	0	0	4	4	4	5	4	7	3	3	5	8	8	8	4	6	3	1	0
0	0	0	0	0	0	1	1	5	5	4	4	2	2	3	5	8	10	10	5	5	3	1	2	0
1	0	0	0	2	0	3	2	2	2	0	3	6	3	4	6	6	7	3	5	1	3	2	1	0

AM Peak 0745 - 0845 (17), AM PHF=0.71 PM Peak 1715 - 1815 (35), PM PHF=0.88

* Thursday, June 09, 2005 - Total=312, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	2	1	1	5	5	9	12	19	25	9	15	19	23	28	42	24	33	11	15	12	0	
1	0	1	0	1	0	1	0	2	1	5	5	4	6	4	5	9	10	6	14	2	6	4	0	0
0	0	0	1	0	0	1	1	4	5	6	9	2	6	4	3	3	6	5	11	3	2	3	0	1
0	0	0	0	0	1	2	0	2	3	5	4	2	3	6	7	6	13	8	4	2	6	2	0	0
0	0	0	1	0	0	1	4	1	3	3	7	1	0	5	8	10	13	5	4	4	1	3	0	0

AM Peak 1100 - 1200 (25), AM PHF=0.69 PM Peak 1700 - 1800 (42), PM PHF=0.81

* Friday, June 10, 2005 - Total=322, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	1	1	1	4	5	12	12	11	18	21	18	14	23	25	38	44	29	19	11	9	4	
0	0	0	1	0	0	0	0	4	1	1	3	6	4	6	3	7	9	11	12	3	3	3	3	1
1	0	0	0	0	0	0	0	2	6	3	3	3	5	6	2	6	7	8	5	4	5	0	0	1
0	0	1	0	1	1	3	0	4	3	3	4	7	4	2	12	6	10	16	7	7	0	2	0	3
0	0	0	0	0	0	1	5	2	2	4	8	5	5	0	6	6	12	9	5	5	3	4	1	0

AM Peak 1145 - 1245 (24), AM PHF=0.75 PM Peak 1745 - 1845 (47), PM PHF=0.73

* Saturday, June 11, 2005 - Total=318, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	2	0	2	0	2	1	4	8	19	25	21	37	23	32	17	21	27	22	10	19	10	4	7	
1	0	0	1	0	1	0	1	1	5	5	2	5	9	9	7	4	11	5	4	6	1	1	1	0
1	1	0	0	0	0	0	0	3	5	8	5	12	6	2	3	2	4	6	2	3	7	1	6	1
3	0	0	0	0	0	1	1	3	5	9	10	3	8	5	6	6	6	1	2	5	0	0	0	2
0	1	0	1	0	1	0	2	1	4	7	5	10	5	13	2	9	6	10	2	5	2	2	0	0

AM Peak 1145 - 1245 (32), AM PHF=0.67 PM Peak 1215 - 1315 (41), PM PHF=0.85

* Sunday, June 12, 2005 - Total=253, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	1	0	2	0	1	3	11	6	18	15	15	18	20	26	16	25	15	20	19	7	7	3	
0	1	0	0	0	0	0	0	7	0	4	1	7	2	3	3	4	6	3	4	5	1	1	0	0
1	1	0	0	1	0	0	0	0	0	7	2	4	6	7	11	2	6	4	6	4	0	3	0	0
2	0	0	0	1	0	1	1	0	3	4	7	2	3	5	9	4	8	3	3	6	3	2	3	0
0	0	1	0	0	0	0	2	4	3	3	5	2	7	5	3	6	5	5	7	4	3	1	0	0

AM Peak 1130 - 1230 (23), AM PHF=0.82 PM Peak 1445 - 1545 (28), PM PHF=0.64

* Monday, June 13, 2005 - Total=314, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	3	0	1	1	2	5	5	18	15	12	15	19	19	17	21	23	32	39	24	23	10	7	3	
0	0	0	0	1	0	0	2	7	1	3	4	3	6	5	1	4	8	7	7	6	1	4	1	2
0	1	0	0	0	0	0	1	4	5	4	2	2	5	4	5	9	6	10	8	9	3	1	1	0
0	0	0	0	0	2	2	0	4	3	3	4	5	5	2	11	4	10	9	3	2	1	0	0	0
0	2	0	1	0	0	3	2	3	6	2	5	9	3	6	4	6	8	13	6	6	5	2	1	1

AM Peak 0800 - 0900 (18), AM PHF=0.64 PM Peak 1800 - 1900 (39), PM PHF=0.75

* Tuesday, June 14, 2005 - Total=334, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	0	1	0	2	3	9	17	15	18	18	12	11	13	17	41	37	41	27	22	19	3	3	
2	0	0	0	0	0	1	1	2	9	4	3	2	0	2	3	13	8	11	6	5	8	0	1	1
0	0	0	0	0	0	2	2	6	2	6	5	5	5	5	3	7	8	14	9	9	5	1	1	0
0	1	0	0	0	2	0	3	3	2	5	6	2	5	5	5	9	8	10	4	2	3	0	0	0
1	1	0	1	0	0	0	3	6	2	3	4	3	1	1	6	12	13	6	8	6	3	2	1	0

AM Peak 0815 - 0915 (24), AM PHF=0.67 PM Peak 1745 - 1845 (48), PM PHF=0.86

* Wednesday, June 15, 2005 - Total=301, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	0	2	0	1	5	3	11	16	11	14	13	20	22	18	25	35	30	25	27	9	8	2	-
1	0	0	0	0	0	0	0	3	3	3	2	5	3	7	4	7	8	8	10	8	4	3	0	-
1	0	0	1	0	0	1	1	4	1	5	3	2	5	3	4	9	7	5	2	5	2	3	0	-
0	0	0	1	0	0	1	0	4	5	1	4	2	5	8	5	2	14	9	4	7	3	1	2	-
0	2	0	0	0	1	3	2	0	7	2	5	4	7	4	5	7	6	8	9	7	0	1	0	-

AM Peak 0930 - 1030 (20), AM PHF=0.71

Traffic Data Service Vehicle Counts

VehicleCount-1921 -- English (enu)

Datasets:

Site: [10W] WB WHITNEY DR E/O MAYFIELD AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=416, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	1	0	3	6	17	29	57	35	22	22	19	20	20	32	28	32	28	14	15	6	4	3	
0	0	0	0	1	0	2	2	18	5	5	4	8	6	7	10	12	11	8	3	4	5	1	0	1
1	1	1	0	0	1	6	5	7	9	7	8	3	7	3	7	6	7	10	3	4	1	0	1	0
0	0	0	0	0	2	4	14	20	9	5	2	4	5	6	7	3	7	5	5	5	0	2	1	0
1	0	0	0	2	3	5	8	12	12	5	8	4	2	4	8	7	7	5	3	2	0	1	1	0

AM Peak 0800 - 0900 (57), AM PHF=0.71 PM Peak 1515 - 1615 (34), PM PHF=0.71

* Thursday, June 09, 2005 - Total=418, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	2	0	3	7	32	47	35	16	25	14	25	26	28	21	37	34	22	19	13	10	1	
1	0	0	0	0	0	1	5	20	11	4	3	4	6	5	5	4	5	9	9	8	1	2	0	0
0	0	0	0	0	0	6	8	9	6	2	6	4	8	5	5	3	11	12	2	4	3	6	0	1
0	0	0	0	0	2	0	12	13	7	5	8	3	7	7	10	10	7	10	7	6	4	1	0	1
0	0	0	2	0	1	0	7	5	11	5	8	3	4	9	8	4	14	3	4	1	5	1	1	0

AM Peak 0745 - 0845 (49), AM PHF=0.61 PM Peak 1745 - 1845 (45), PM PHF=0.80

* Friday, June 10, 2005 - Total=409, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	1	1	5	11	34	50	30	22	21	28	30	19	25	21	33	22	29	10	7	3	4	
0	1	0	1	0	0	1	2	12	9	5	5	5	10	3	9	9	8	4	11	4	3	1	3	2
1	0	0	0	1	0	5	8	16	10	5	9	7	8	4	4	13	6	7	2	1	1	1	1	0
1	0	0	0	0	3	3	11	9	8	6	4	9	7	7	7	5	3	4	4	3	1	0	0	0
0	0	0	0	0	2	2	13	13	3	6	3	7	5	5	5	3	9	8	7	1	2	1	0	0

AM Peak 0730 - 0830 (52), AM PHF=0.81 PM Peak 1230 - 1330 (34), PM PHF=0.85

* Saturday, June 11, 2005 - Total=379, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	1	2	1	0	2	5	15	25	34	30	32	24	29	35	16	22	25	27	15	14	10	5	7
2	0	0	1	0	0	2	3	5	4	6	13	5	9	11	7	5	3	7	4	4	1	1	2
1	0	0	0	0	0	2	0	8	7	6	8	7	8	5	2	5	7	6	0	2	3	3	2
0	0	1	0	0	0	0	4	3	13	10	5	5	3	7	2	6	7	8	5	4	3	0	2
0	1	1	0	0	2	1	8	9	10	8	6	7	9	12	5	6	8	6	6	4	3	1	1

AM Peak 1030 - 1130 (39), AM PHF=0.75 PM Peak 1400 - 1500 (35), PM PHF=0.73

* Sunday, June 12, 2005 - Total=313, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	3	0	0	3	0	3	12	9	27	28	21	15	27	25	23	23	24	20	14	16	11	2	2	
2	2	0	0	1	0	1	3	2	6	6	4	7	5	3	4	6	10	3	3	5	4	0	0	1
0	0	0	0	1	0	1	4	2	7	8	3	3	5	7	6	4	4	8	6	7	3	0	0	0
3	1	0	0	1	0	1	0	1	7	6	10	3	7	9	8	8	4	3	3	1	3	1	2	0
0	0	0	0	0	0	0	5	4	7	8	4	2	10	6	5	5	6	6	2	3	1	1	0	0

AM Peak 0930 - 1030 (28), AM PHF=0.88 PM Peak 1345 - 1445 (29), PM PHF=0.72

* Monday, June 13, 2005 - Total=425, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	1	4	1	5	15	29	56	26	31	21	26	27	14	21	27	27	34	21	14	12	7	4	
1	0	1	1	0	0	2	4	16	6	6	4	4	12	1	6	4	9	7	8	4	3	4	2	1
0	0	0	0	0	1	6	9	16	6	7	4	6	5	3	5	5	5	14	5	5	1	2	0	0
0	0	0	1	1	3	4	10	12	5	7	8	10	4	6	4	10	6	6	1	1	4	0	0	0
0	1	0	2	0	1	3	6	12	9	11	5	6	6	4	6	8	7	7	7	4	4	1	2	0

AM Peak 0800 - 0900 (56), AM PHF=0.88 PM Peak 1815 - 1915 (35), PM PHF=0.63

* Tuesday, June 14, 2005 - Total=420, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	0	1	0	3	14	32	61	29	25	23	20	26	19	24	26	27	23	21	16	20	7	0	
1	0	0	0	0	0	0	3	11	12	11	6	5	5	5	6	7	6	9	7	4	10	4	0	1
0	1	0	0	0	1	7	9	18	7	7	8	2	10	8	4	8	6	4	2	4	2	0	0	0
0	0	0	0	0	2	3	11	15	6	6	5	4	5	4	7	6	10	5	6	0	4	2	0	0
0	1	0	1	0	0	4	9	17	4	1	4	9	6	2	7	5	5	5	6	8	4	1	0	1

AM Peak 0815 - 0915 (62), AM PHF=0.86 PM Peak 1715 - 1815 (30), PM PHF=0.75

* Wednesday, June 15, 2005 - Total=404, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	1	1	0	4	14	30	51	41	25	18	15	27	17	28	27	25	22	22	15	11	5	3	
1	0	1	0	0	0	0	4	11	6	5	1	1	5	4	3	5	6	7	7	0	4	3	0	-
0	0	0	0	0	1	7	9	14	10	6	7	6	10	3	8	8	6	9	8	5	2	1	1	-
0	0	0	1	0	1	3	8	12	13	6	7	5	5	4	4	10	7	2	2	7	3	0	2	-
1	0	0	0	0	2	4	9	14	12	8	3	3	7	6	13	4	6	4	5	3	2	1	0	-

AM Peak 0800 - 0900 (51), AM PHF=0.91

Traffic Data Service Vehicle Counts

VehicleCount-1905 -- English (enu)

Datasets:

Site: [1N] NB THOMPSON AVE N/O ADELE AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=1070, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	0	1	0	4	6	42	66	42	45	67	66	57	102	63	80	104	95	69	65	53	25	13	
1	0	0	0	0	0	0	5	19	9	7	14	17	11	16	20	23	24	33	21	11	16	8	1	1
1	1	0	0	0	0	0	8	31	7	16	11	15	16	16	19	20	31	24	24	15	16	6	5	1
0	0	0	0	0	1	2	13	6	11	10	21	19	9	24	12	16	21	22	11	18	10	5	6	0
1	1	0	1	0	3	4	16	10	15	12	21	15	21	46	12	21	28	16	13	21	11	6	1	0

AM Peak 0730 - 0830 (79), AM PHF=0.64 PM Peak 1715 - 1815 (113), PM PHF=0.86

* Thursday, June 09, 2005 - Total=1112, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	3	2	4	1	4	10	39	67	35	47	63	67	66	65	68	84	112	104	91	75	53	30	20	
1	2	2	0	0	0	3	6	24	9	14	9	15	24	20	12	19	20	39	20	20	16	12	4	3
1	0	0	1	0	0	1	6	26	12	9	10	11	11	14	19	19	25	29	30	17	7	8	7	1
0	0	0	1	0	2	3	11	10	8	8	18	13	18	17	15	19	27	18	19	17	18	4	7	3
0	1	0	2	1	2	3	16	7	6	16	26	28	13	14	22	27	40	18	22	21	12	6	2	1

AM Peak 0730 - 0830 (77), AM PHF=0.74 PM Peak 1730 - 1830 (135), PM PHF=0.84

* Friday, June 10, 2005 - Total=1202, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	1	3	0	2	3	12	47	76	45	65	76	69	52	105	88	80	103	102	72	60	66	45	22	
3	0	0	0	1	0	1	4	30	12	20	13	20	13	20	31	23	31	29	20	11	26	16	4	9
1	0	1	0	0	0	2	5	31	15	19	15	13	14	18	17	14	23	19	26	14	15	9	6	1
3	0	0	0	1	1	3	17	9	8	17	25	16	16	31	20	22	29	30	9	21	6	9	7	2
1	1	2	0	0	2	6	21	6	10	9	23	20	9	36	20	21	20	24	17	14	19	11	5	3

AM Peak 0730 - 0830 (99), AM PHF=0.80 PM Peak 1415 - 1515 (116), PM PHF=0.81

* Saturday, June 11, 2005 - Total=846, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	9	1	1	2	0	4	11	18	38	53	59	70	64	69	55	63	58	55	51	52	40	25	33	
9	2	0	0	0	0	1	0	3	3	12	7	19	11	14	13	15	15	13	20	11	10	9	8	5
1	3	0	0	1	0	1	0	6	8	11	12	17	15	17	15	13	14	14	13	17	11	8	16	4
2	1	1	0	0	0	1	2	4	14	10	18	19	18	22	17	21	10	12	7	13	9	3	4	5
3	3	0	1	1	0	1	9	5	13	20	22	15	20	16	10	14	19	16	11	11	10	5	5	3

AM Peak 1145 - 1245 (77), AM PHF=0.88 PM Peak 1345 - 1445 (73), PM PHF=0.83

* Sunday, June 12, 2005 - Total=807, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
17	5	5	1	1	0	2	7	17	38	40	54	56	74	59	79	66	61	53	46	46	48	21	11	
5	2	3	0	1	0	1	3	3	7	7	6	14	21	21	21	18	12	17	12	13	14	8	3	1
4	1	0	0	0	0	0	0	6	10	11	16	15	20	9	17	13	24	17	17	13	16	4	3	1
5	0	1	1	0	0	1	2	4	10	15	16	13	16	14	22	12	13	13	13	12	8	6	5	0
3	2	1	0	0	0	0	2	4	11	7	16	14	17	15	19	23	12	6	4	8	10	3	0	1

AM Peak 1115 - 1215 (62), AM PHF=0.97 PM Peak 1500 - 1600 (79), PM PHF=0.90

* Monday, June 13, 2005 - Total=1056, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	4	2	5	10	45	78	32	39	57	58	48	78	59	91	103	108	82	59	49	35	11	
1	0	0	2	1	0	0	1	32	11	7	5	22	13	13	20	18	25	29	21	12	18	11	2	2
1	0	0	0	0	0	2	14	29	6	9	12	12	18	20	17	24	19	21	16	17	13	11	6	0
0	0	0	1	1	0	4	16	6	11	7	19	10	14	19	10	25	37	30	21	11	9	7	0	0
1	0	0	1	0	5	4	14	11	4	16	21	14	3	26	12	24	22	28	24	19	9	6	3	0

AM Peak 0730 - 0830 (91), AM PHF=0.71 PM Peak 1730 - 1830 (109), PM PHF=0.74

* Tuesday, June 14, 2005 - Total=1094, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	3	0	1	0	4	12	26	102	54	52	51	94	65	58	69	69	96	97	76	68	50	36	8	
2	2	0	0	0	0	0	3	33	25	15	18	22	22	16	21	15	20	29	20	21	19	11	2	1
1	0	0	0	0	0	2	6	35	11	11	12	18	22	10	16	13	21	23	22	16	10	12	4	3
0	0	0	1	0	3	3	9	18	7	12	11	17	11	15	17	17	32	24	19	16	8	4	1	0
0	1	0	0	0	1	7	8	16	11	14	10	37	10	17	15	24	23	21	15	15	13	9	1	2

AM Peak 0800 - 0900 (102), AM PHF=0.73 PM Peak 1730 - 1830 (107), PM PHF=0.84

* Wednesday, June 15, 2005 - Total=989, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	6	1	4	1	4	7	26	31	40	48	50	49	63	55	63	90	108	95	87	68	41	37	9	
1	2	0	0	0	1	2	5	6	13	16	8	9	20	11	11	23	22	24	19	18	13	14	5	-
3	2	1	4	0	0	1	2	5	7	8	21	13	18	10	15	26	31	25	22	19	6	11	2	-
0	2	0	0	0	1	1	7	11	10	17	10	13	14	19	22	21	28	25	23	17	6	5	1	-
2	0	0	0	1	2	3	12	9	10	7	11	14	11	15	15	20	27	21	23	14	16	7	1	-

AM Peak 1030 - 1130 (53), AM PHF=0.63

Traffic Data Service Vehicle Counts

VehicleCount-1906 -- English (enu)

Datasets:

Site: [1S] SB THOMPSON AVE N/O ADELE AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=952, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	2	0	0	2	11	16	72	135	57	50	54	62	45	60	67	62	60	63	48	41	24	11	5	0
2	1	0	0	0	2	2	8	32	15	14	17	15	12	15	30	14	17	23	8	13	5	2	2	0
1	0	0	0	0	3	5	12	47	11	12	12	11	10	13	15	7	14	16	19	6	10	4	1	0
1	0	0	0	0	4	4	29	32	15	9	11	17	11	10	11	25	13	12	6	11	4	1	2	0
1	1	0	0	2	2	5	23	24	16	15	14	19	12	22	11	16	16	12	15	11	5	4	0	0

AM Peak 0800 - 0900 (135), AM PHF=0.72 PM Peak 1445 - 1545 (78), PM PHF=0.65

* Thursday, June 09, 2005 - Total=923, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	0	1	1	6	15	69	119	61	53	58	45	82	50	60	55	54	53	49	35	34	15	6	1
0	0	0	0	0	1	2	10	29	12	14	6	13	36	10	17	13	9	15	12	9	7	5	2	0
0	1	0	0	0	1	3	10	43	18	14	14	7	16	18	17	15	12	9	15	12	9	6	2	1
0	1	0	0	0	4	3	21	33	16	10	12	12	16	12	15	14	17	12	12	7	10	2	0	1
0	0	0	1	1	0	7	28	14	15	15	26	13	14	10	11	13	16	17	10	7	8	2	2	2

AM Peak 0745 - 0845 (133), AM PHF=0.77 PM Peak 1300 - 1400 (82), PM PHF=0.57

* Friday, June 10, 2005 - Total=974, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	1	2	1	7	19	62	106	53	60	69	57	39	57	67	62	80	70	49	36	37	20	15	3
1	0	0	2	0	0	1	8	24	17	25	11	19	12	14	28	18	20	19	13	14	12	6	5	1
0	0	0	0	1	0	5	10	55	11	12	20	16	14	9	13	19	14	20	15	3	9	6	2	0
1	0	0	0	0	2	6	17	15	11	11	14	10	12	10	15	8	26	17	11	10	9	6	4	2
2	1	1	0	0	5	7	27	12	14	12	24	12	1	24	11	17	20	14	10	9	7	2	4	4

AM Peak 0730 - 0830 (123), AM PHF=0.56 PM Peak 1730 - 1830 (85), PM PHF=0.82

* Saturday, June 11, 2005 - Total=734, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	5	0	2	1	5	4	24	42	51	49	67	61	41	66	40	45	51	45	37	35	16	17	20	1
3	1	0	1	1	0	1	2	9	9	7	20	14	10	16	10	11	14	8	9	11	5	8	6	1
1	4	0	0	0	0	0	6	8	12	15	13	11	13	16	14	11	4	10	7	8	3	4	7	1
2	0	0	0	0	0	2	2	14	14	10	15	23	8	21	8	10	22	14	11	10	4	1	3	3
4	0	0	1	0	5	1	14	11	16	17	19	13	10	13	8	13	11	13	10	6	4	4	4	1

AM Peak 1100 - 1200 (67), AM PHF=0.84 PM Peak 1400 - 1500 (66), PM PHF=0.79

* Sunday, June 12, 2005 - Total=643, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	5	4	2	0	1	6	8	34	43	67	40	49	41	44	43	47	41	45	42	31	21	20	3	0
1	0	0	0	0	1	0	1	11	10	22	12	11	15	10	13	16	8	14	14	8	11	7	0	0
1	2	1	0	0	0	1	1	5	9	18	6	9	14	9	12	12	10	11	7	5	3	4	2	2
3	3	2	2	0	0	2	3	4	9	10	14	16	8	15	12	11	13	10	12	8	2	5	1	1
1	0	1	0	0	0	3	3	14	15	17	8	13	4	10	6	8	10	10	9	10	5	4	0	1

AM Peak 1000 - 1100 (67), AM PHF=0.76 PM Peak 1230 - 1330 (58), PM PHF=0.91

* Monday, June 13, 2005 - Total=874, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	0	2	2	0	9	13	68	125	45	46	51	50	38	59	60	52	70	56	52	27	29	10	6	0
0	0	1	0	0	1	1	6	36	12	12	13	9	10	12	22	14	17	16	10	10	10	3	1	2
2	0	1	0	0	2	3	13	48	14	12	12	12	10	11	9	16	14	16	17	5	9	3	1	0
1	0	0	0	0	1	5	21	24	12	9	12	14	6	8	19	7	20	14	15	7	4	3	3	2
1	0	0	2	0	5	4	28	17	7	13	14	15	12	28	10	15	19	10	10	5	6	1	1	0

AM Peak 0745 - 0845 (136), AM PHF=0.71 PM Peak 1445 - 1545 (78), PM PHF=0.70

* Tuesday, June 14, 2005 - Total=940, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	0	1	0	1	8	13	63	116	70	92	53	50	94	57	37	40	47	57	42	35	40	15	5	0
2	0	0	0	0	2	1	8	31	12	44	14	11	45	13	9	7	16	18	6	8	6	6	3	2
0	0	1	0	0	2	3	5	41	17	16	14	13	22	12	5	12	14	14	16	7	11	3	1	1
2	0	0	0	1	3	6	24	25	11	15	13	9	8	17	8	11	12	14	8	11	10	2	0	0
0	0	0	0	0	1	3	26	19	30	17	12	17	19	15	15	10	5	11	12	9	13	4	1	0

AM Peak 0745 - 0845 (123), AM PHF=0.75 PM Peak 1300 - 1400 (94), PM PHF=0.52

* Wednesday, June 15, 2005 - Total=822, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	2	1	3	0	6	22	57	55	61	44	49	50	50	45	41	52	80	67	56	39	20	13	6	
2	0	0	0	0	0	2	5	11	18	11	17	12	12	9	14	13	18	19	16	16	4	8	2	-
1	1	0	0	0	1	2	14	9	15	10	12	10	13	13	9	11	19	21	11	5	7	1	0	-
0	0	0	3	0	3	6	18	22	13	8	6	12	14	11	8	11	19	13	15	11	5	2	4	-
0	1	1	0	0	2	12	20	13	15	15	14	16	11	12	10	17	24	14	14	7	4	2	0	-

AM Peak 0830 - 0930 (68), AM PHF=0.77

Traffic Data Service Vehicle Counts

VehicleCount-1908 -- English (enu)

Datasets:

Site: [2S] SB THOMPSON AVE N/O CRAIG CT
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=1061, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	1	2	2	4	12	62	164	47	43	68	72	49	67	73	59	72	93	72	44	33	11	8	
0	2	0	1	1	2	2	7	54	10	10	15	21	14	18	38	12	23	32	20	16	6	1	2	1
1	0	1	0	0	2	4	9	62	12	11	15	16	10	6	15	10	17	22	18	8	9	4	5	4
0	0	0	1	0	0	3	25	31	13	8	19	15	12	13	8	19	17	21	18	10	9	1	1	1
0	0	0	0	1	0	3	21	17	12	14	19	20	13	30	12	18	15	18	16	10	9	5	0	1

AM Peak 0745 - 0845 (168), AM PHF=0.68 PM Peak 1430 - 1530 (96), PM PHF=0.63

* Thursday, June 09, 2005 - Total=1008, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	6	0	1	1	4	15	56	151	42	51	56	57	69	46	58	62	79	70	67	47	31	19	13	
1	3	0	0	1	1	1	7	50	11	10	6	17	26	10	14	16	11	20	18	14	10	6	5	3
4	2	0	1	0	0	3	9	58	11	16	14	12	17	12	15	19	23	17	25	9	11	4	2	0
1	1	0	0	0	2	1	16	21	6	10	22	12	17	13	15	14	21	18	12	12	5	4	2	0
1	0	0	0	0	1	10	24	22	14	15	14	16	9	11	14	13	24	15	12	12	5	5	4	0

AM Peak 0745 - 0845 (153), AM PHF=0.66 PM Peak 1715 - 1815 (88), PM PHF=0.92

* Friday, June 10, 2005 - Total=1091, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	3	0	2	1	2	14	50	136	40	69	71	46	46	87	82	75	98	91	60	40	39	21	15	
3	0	0	0	1	0	0	9	45	12	24	9	10	12	12	32	21	26	23	13	8	10	3	7	6
0	1	0	0	0	0	4	6	72	4	15	14	12	16	15	21	16	19	22	17	11	10	7	4	3
0	1	0	0	0	0	5	10	10	12	14	27	16	8	21	14	12	35	27	19	9	13	8	1	2
0	1	0	2	0	2	5	25	9	12	16	21	8	10	39	15	26	18	19	11	12	6	3	3	1

AM Peak 0730 - 0830 (152), AM PHF=0.53 PM Peak 1430 - 1530 (113), PM PHF=0.72

* Saturday, June 11, 2005 - Total=757, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	4	0	1	1	1	5	15	19	50	50	64	67	55	66	43	58	58	47	39	34	24	20	24	
6	1	0	1	1	0	1	3	4	5	12	17	10	11	17	8	14	12	9	10	7	11	5	9	2
3	2	0	0	0	0	0	3	6	14	10	14	15	16	12	10	19	15	13	9	8	1	6	7	3
2	0	0	0	0	0	3	2	6	16	14	12	20	13	17	10	8	17	15	13	12	4	6	6	2
1	1	0	0	0	1	1	7	3	15	14	21	22	15	20	15	17	14	10	7	7	8	3	2	0

AM Peak 1145 - 1245 (66), AM PHF=0.79 PM Peak 1230 - 1330 (69), PM PHF=0.78

* Sunday, June 12, 2005 - Total=661, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	7	7	2	2	0	11	8	17	31	68	38	43	41	52	44	63	52	44	43	33	23	21	4	
2	1	1	0	1	0	3	2	5	5	17	14	7	13	12	15	17	10	9	12	7	4	4	0	1
3	4	1	1	0	0	1	1	3	5	14	6	14	13	12	11	16	11	11	14	9	5	3	1	5
2	2	2	1	1	0	1	2	2	8	17	12	9	9	13	12	14	17	11	11	10	9	8	1	1
0	0	3	0	0	0	6	3	7	13	20	6	13	6	15	6	16	14	13	6	7	5	6	2	1

AM Peak 1000 - 1100 (68), AM PHF=0.85 PM Peak 1600 - 1700 (63), PM PHF=0.93

* Monday, June 13, 2005 - Total=987, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	0	2	4	0	6	11	54	90	45	36	48	61	40	79	84	74	93	87	66	46	25	18	10	
1	0	2	0	0	1	1	6	49	10	10	17	10	13	9	32	17	18	21	18	10	6	3	4	2
5	0	0	0	0	1	4	8	29	16	10	11	23	13	14	18	18	27	25	19	19	6	8	2	1
1	0	0	2	0	0	3	18	0	9	12	13	17	11	20	20	21	28	26	19	9	7	5	2	0
1	0	0	2	0	4	3	22	12	10	4	7	11	3	36	14	18	20	15	10	8	6	2	2	1

AM Peak 0730 - 0830 (118), AM PHF=0.60 PM Peak 1430 - 1530 (106), PM PHF=0.74

* Tuesday, June 14, 2005 - Total=1126, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	3	1	1	4	13	61	198	86	55	56	74	101	45	40	66	68	78	66	33	48	19	5	
2	0	0	0	0	1	2	7	52	33	22	13	13	44	10	13	13	22	28	17	12	14	7	1	3
1	0	1	1	1	0	2	9	88	27	10	14	16	30	7	9	17	16	23	18	6	11	4	2	0
0	0	1	0	0	2	2	15	21	11	9	14	11	15	12	8	20	19	19	15	10	14	5	1	0
1	1	1	0	0	1	7	30	37	15	14	15	34	12	16	10	16	11	8	16	5	9	3	1	0

AM Peak 0800 - 0900 (198), AM PHF=0.56 PM Peak 1245 - 1345 (123), PM PHF=0.70

* Wednesday, June 15, 2005 - Total=868, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	6	4	2	1	4	14	47	43	49	42	43	56	43	49	50	74	81	79	69	49	31	17	12	
3	0	0	1	0	0	2	10	12	14	9	11	14	14	16	13	14	18	22	17	15	7	10	4	-
0	4	2	0	1	1	1	8	8	10	13	9	12	12	13	6	20	28	19	25	4	13	2	4	-
0	2	2	1	0	2	4	17	13	11	9	12	19	7	6	13	20	13	16	16	19	5	3	4	-
0	0	0	0	0	1	7	12	10	14	11	11	11	10	14	18	20	22	22	11	11	6	2	0	-

AM Peak 1145 - 1245 (56), AM PHF=0.74

Traffic Data Service

Vehicle Counts

VehicleCount-1907 -- English (enu)

Datasets:

Site: [2N] NB THOMPSON AVE N/O CRAIG CT
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=1200, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	2	3	8	23	92	169	71	40	73	59	77	98	98	58	86	84	43	56	31	17	10	
1	1	0	1	1	1	2	15	60	14	10	10	9	21	9	53	20	29	16	15	7	9	5	2	3
0	0	0	0	1	1	1	10	68	18	13	11	16	18	21	25	12	21	29	11	13	6	5	3	2
0	0	0	0	1	3	8	27	22	18	6	24	19	21	23	10	11	16	22	11	20	8	3	3	0
0	0	0	1	0	3	12	40	19	21	11	28	15	17	45	10	15	20	17	6	16	8	4	2	0

AM Peak 0730 - 0830 (195), AM PHF=0.72 PM Peak 1430 - 1530 (146), PM PHF=0.69

* Thursday, June 09, 2005 - Total=1204, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	3	1	2	4	7	21	98	187	59	58	67	56	98	59	60	66	107	79	57	47	27	23	13	
3	2	0	0	2	1	5	11	63	19	13	13	23	38	14	13	17	23	30	15	11	8	7	2	3
2	1	1	1	1	0	3	13	77	11	16	14	15	29	16	14	14	24	16	16	11	7	10	5	0
0	0	0	0	0	4	7	32	24	16	12	12	11	19	14	18	20	23	19	16	12	7	3	4	2
0	0	0	1	1	2	6	42	23	13	17	28	7	12	15	15	15	37	14	10	13	5	3	2	0

AM Peak 0730 - 0830 (214), AM PHF=0.69 PM Peak 1715 - 1815 (114), PM PHF=0.77

* Friday, June 10, 2005 - Total=1332, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	0	4	3	3	5	24	112	179	61	60	82	83	59	90	108	80	82	88	67	51	43	28	15	
3	0	2	1	1	0	4	16	65	11	22	8	25	14	10	52	25	25	25	20	9	19	9	7	6
0	0	1	0	1	0	2	13	80	23	13	20	15	16	16	20	17	18	16	20	10	9	6	3	4
2	0	1	0	0	2	6	40	17	14	12	21	26	19	24	18	16	23	28	13	17	6	4	4	0
0	0	0	2	1	3	12	43	17	13	13	33	17	10	40	18	22	16	19	14	15	9	9	1	1

AM Peak 0730 - 0830 (228), AM PHF=0.71 PM Peak 1430 - 1530 (136), PM PHF=0.65

* Saturday, June 11, 2005 - Total=807, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	7	1	0	3	4	8	22	26	49	58	61	69	59	61	60	51	50	52	45	41	35	20	14	
6	1	0	0	2	0	3	6	17	13	11	23	13	13	15	15	20	11	7	18	10	6	8	5	7
4	2	0	0	0	2	2	1	8	9	12	14	17	17	10	18	13	13	13	13	7	11	6	5	3
0	2	1	0	0	2	1	6	6	9	14	18	13	9	22	13	11	14	13	4	13	8	4	2	3
1	2	0	0	1	0	2	9	6	14	19	18	16	20	14	14	7	12	19	10	11	10	2	2	1

AM Peak 1130 - 1230 (76), AM PHF=0.83 PM Peak 1200 - 1300 (69), PM PHF=0.75

* Sunday, June 12, 2005 - Total=749, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	4	5	3	1	3	11	17	20	43	62	51	53	49	57	70	49	50	46	47	34	30	17	13	
7	1	3	0	0	1	2	7	6	11	8	14	11	10	21	17	14	16	12	4	12	8	4	2	2
3	1	0	0	0	0	2	1	4	7	21	12	10	20	13	18	10	12	11	18	13	6	5	3	1
3	0	2	3	1	0	2	4	6	12	18	13	18	9	13	16	11	10	14	13	5	7	5	6	0
1	2	0	0	0	2	5	5	4	13	15	12	14	10	10	19	14	12	9	12	4	9	3	2	0

AM Peak 1015 - 1115 (68), AM PHF=0.81 PM Peak 1500 - 1600 (70), PM PHF=0.92

* Monday, June 13, 2005 - Total=1117, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	0	2	5	6	26	91	114	49	53	58	65	47	80	94	83	89	83	60	44	35	22	7	
2	0	0	0	2	0	3	7	64	13	11	9	17	10	9	46	24	21	20	16	12	10	6	3	1
1	0	0	0	1	1	2	15	29	12	19	8	10	21	11	20	20	20	23	10	14	8	7	2	0
0	0	0	0	2	2	6	36	2	19	8	16	17	10	14	15	19	27	23	21	7	9	6	0	0
0	1	0	2	0	3	15	33	19	5	15	25	21	6	46	13	20	21	17	13	11	8	3	2	0

AM Peak 0730 - 0830 (162), AM PHF=0.63 PM Peak 1445 - 1545 (127), PM PHF=0.69

* Tuesday, June 14, 2005 - Total=1323, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	3	3	1	3	8	27	85	180	105	126	75	69	115	65	56	68	86	81	52	49	36	23	6	
1	1	2	0	0	1	2	12	56	36	37	20	13	38	20	16	21	23	27	8	11	13	7	1	0
0	0	1	1	2	0	5	14	69	18	37	24	13	45	7	16	13	14	14	14	13	8	7	2	3
0	0	0	0	0	4	5	35	28	14	24	12	20	20	15	14	15	29	22	15	14	5	3	2	0
0	2	0	0	1	3	15	24	27	37	28	19	23	12	23	10	19	20	18	15	11	10	6	1	1

AM Peak 0730 - 0830 (184), AM PHF=0.67 PM Peak 1230 - 1330 (126), PM PHF=0.70

*** Wednesday, June 15, 2005 - Total=947, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	6	1	3	4	11	26	54	51	55	40	55	47	59	61	58	68	81	84	74	44	29	26	6	
0	0	0	0	1	5	6	14	15	19	7	16	5	14	18	13	11	19	17	20	11	10	8	6	-
3	3	0	1	2	1	2	8	7	12	11	17	10	20	11	17	19	23	23	19	12	7	9	0	-
0	0	1	2	0	2	6	13	13	10	9	10	14	8	13	15	15	23	22	21	18	6	3	0	-
1	3	0	0	1	3	12	19	16	14	13	12	18	17	19	13	23	16	22	14	3	6	6	0	-

AM Peak 0830 - 0930 (60), AM PHF=0.79

Traffic Data Service Vehicle Counts

VehicleCount-1909 -- English (enu)

Datasets:

Site: [4W] WB ALVIN ST E/O QUINCY DR
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=563, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	0	0	0	3	5	26	27	36	25	25	36	31	32	41	36	60	60	45	30	24	11	7	2
0	1	0	0	0	0	2	6	10	13	4	5	8	5	7	7	7	9	15	13	7	7	2	2	2
1	1	0	0	0	1	0	8	8	5	10	7	7	12	7	16	8	14	14	12	10	5	1	1	2
0	0	0	0	0	2	1	5	4	8	3	7	13	9	5	13	9	23	17	9	5	4	4	3	0
0	0	0	0	0	0	2	7	5	10	8	6	8	5	13	5	12	14	14	11	8	8	4	1	0

AM Peak 0900 - 1000 (36), AM PHF=0.69 PM Peak 1715 - 1815 (66), PM PHF=0.72

* Thursday, June 09, 2005 - Total=511, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	2	1	0	1	0	4	22	27	24	24	24	38	37	18	33	36	48	57	30	26	30	15	10	2
2	1	0	0	0	0	1	1	10	5	5	7	9	8	3	10	8	7	18	9	5	9	6	2	2
2	1	1	0	0	0	0	5	8	6	8	7	9	11	6	7	11	13	12	12	11	11	2	4	0
0	0	0	0	0	0	1	7	7	8	7	5	8	9	4	5	9	14	15	5	5	6	5	4	2
0	0	0	0	1	0	2	9	2	5	4	5	12	9	5	11	8	14	12	4	5	4	2	0	0

AM Peak 0730 - 0830 (34), AM PHF=0.85 PM Peak 1715 - 1815 (59), PM PHF=0.82

* Friday, June 10, 2005 - Total=539, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	2	0	2	1	4	29	28	20	25	20	34	32	37	35	43	54	52	37	24	24	21	10	6
2	1	0	0	1	0	2	6	6	5	5	3	10	7	3	12	10	10	14	14	8	11	5	5	1
0	0	1	0	1	0	1	7	12	8	6	5	7	10	11	10	7	9	8	9	5	8	6	3	1
2	0	0	0	0	1	0	9	3	2	6	6	8	6	11	8	16	16	13	10	7	2	4	0	0
0	0	1	0	0	0	1	7	7	5	8	6	9	9	12	5	10	19	17	4	4	3	6	2	2

AM Peak 0730 - 0830 (34), AM PHF=0.71 PM Peak 1715 - 1815 (58), PM PHF=0.76

* Saturday, June 11, 2005 - Total=609, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	6	2	4	1	4	14	12	24	48	40	49	43	50	47	44	27	49	28	32	22	28	15	11	5
6	1	1	0	0	0	2	7	8	10	10	7	15	16	12	8	15	8	9	6	5	5	3	3	2
1	1	0	0	1	2	4	3	7	11	11	9	10	12	11	8	9	8	5	3	6	11	3	4	3
0	4	1	0	0	1	3	6	5	12	9	15	15	12	11	18	8	15	7	12	5	8	2	2	0
2	0	0	4	0	1	5	1	5	17	10	15	11	11	9	6	2	11	8	8	5	4	5	2	2

AM Peak 0915 - 1015 (50), AM PHF=0.74 PM Peak 1230 - 1330 (53), PM PHF=0.88

* Sunday, June 12, 2005 - Total=475, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	4	3	4	0	1	2	6	15	26	39	32	39	32	40	41	7	37	33	30	29	21	17	7	3
5	2	1	0	0	0	1	4	2	5	10	13	7	8	5	7	3	12	11	8	14	9	5	0	1
3	2	1	2	0	0	1	0	1	6	11	3	11	6	13	10	0	12	9	10	4	2	6	3	1
0	0	0	2	0	0	0	1	3	5	11	5	11	7	10	13	0	7	6	7	4	5	5	0	0
2	0	1	0	0	1	0	1	9	10	7	11	10	11	12	11	4	6	7	5	7	5	1	4	1

AM Peak 0945 - 1045 (42), AM PHF=0.95 PM Peak 1415 - 1515 (42), PM PHF=0.81

* Monday, June 13, 2005 - Total=541, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	1	2	1	2	1	6	27	25	21	20	24	35	28	21	35	44	71	62	43	30	17	14	6	1
3	0	0	0	1	0	0	2	6	5	9	7	4	8	4	11	12	19	20	14	11	1	6	3	1
1	1	1	0	0	1	1	6	8	7	8	4	8	7	2	11	13	15	14	9	5	7	2	1	1
0	0	1	1	1	0	1	5	5	5	2	5	14	5	10	7	11	20	16	10	7	5	5	1	1
1	0	0	0	0	0	4	14	6	4	1	8	9	8	5	6	8	17	12	10	7	4	1	1	0

AM Peak 1145 - 1245 (34), AM PHF=0.61 PM Peak 1715 - 1815 (72), PM PHF=0.90

* Tuesday, June 14, 2005 - Total=347, 15 minute drops (CAR PARKED ON SENSOR HOSE ~15:45 TO 19:45)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	1	1	1	1	7	19	36	25	34	31	36	35	22	18	0	0	0	6	31	21	13	5	2
1	0	0	0	0	0	0	2	8	7	13	6	5	12	4	8	0	0	0	0	11	2	5	2	2
1	0	0	1	0	0	4	5	16	7	8	6	7	12	9	7	0	0	0	0	8	8	1	1	0
1	1	1	0	1	0	2	3	7	5	4	8	12	7	5	3	0	0	0	0	5	5	2	1	0
0	0	0	0	0	1	1	9	5	6	9	11	12	4	4	0	0	0	0	6	7	6	5	1	4

AM Peak 0745 - 0845 (40), AM PHF=0.63 PM Peak 1230 - 1330 (48), PM PHF=1.00

* Wednesday, June 15, 2005 - Total=524, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	2	0	3	0	4	7	18	18	18	24	23	29	26	37	28	42	54	52	46	28	30	18	11	
2	1	0	0	0	2	1	0	5	5	7	4	8	8	9	4	9	12	8	15	8	10	3	5	-
0	0	0	2	0	1	0	5	3	3	7	4	6	6	11	8	10	15	15	10	6	6	7	2	-
0	0	0	1	0	1	4	5	6	3	5	8	9	7	7	7	13	15	16	13	7	6	5	1	-
4	1	0	0	0	0	2	8	4	7	5	7	6	5	10	9	10	12	13	8	7	8	3	3	-

AM Peak 1145 - 1245 (30), AM PHF=0.83

Traffic Data Service Vehicle Counts

VehicleCount-1910 -- English (enu)

Datasets:

Site: [4E] EB ALVIN ST E/O QUINCY DR
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=294, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	1	1	1	7	13	24	15	15	14	26	18	18	16	19	19	28	25	14	12	4	4	
0	0	0	0	1	0	0	1	6	7	0	2	5	6	6	6	9	5	13	4	6	6	0	1	1
0	0	0	1	0	1	1	0	8	3	7	4	3	4	3	2	1	5	4	6	3	2	2	0	0
0	0	0	0	0	0	3	5	5	3	4	4	11	3	5	5	5	5	6	8	3	2	2	3	0
0	0	0	0	0	0	3	7	5	2	4	4	7	5	4	3	4	4	5	7	2	2	0	0	0

AM Peak 0730 - 0830 (26), AM PHF=0.81 PM Peak 1230 - 1330 (28), PM PHF=0.64

* Thursday, June 09, 2005 - Total=255, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	1	0	1	4	10	28	16	12	18	16	13	22	25	16	8	14	14	12	10	7	6	
1	0	0	0	0	0	1	3	10	6	3	2	3	6	7	7	5	3	3	4	4	2	2	4	1
0	0	1	0	0	1	0	1	7	2	0	10	4	3	5	5	5	1	7	4	4	3	1	1	1
0	0	0	0	0	0	2	2	3	4	2	1	5	2	5	8	1	2	3	4	2	2	4	1	0
0	0	0	1	0	0	1	4	8	4	7	5	4	2	5	5	5	2	1	2	2	3	0	0	0

AM Peak 0800 - 0900 (28), AM PHF=0.70 PM Peak 1445 - 1545 (25), PM PHF=0.78

* Friday, June 10, 2005 - Total=297, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	1	2	0	1	9	8	19	17	28	10	10	16	23	14	31	20	32	19	11	11	7	6	
1	0	1	0	0	1	1	1	5	8	7	1	2	5	7	4	7	4	7	6	1	3	1	5	3
1	0	0	0	0	0	0	2	4	2	5	3	3	4	2	2	7	6	7	5	4	2	2	0	0
0	0	0	1	0	0	3	2	5	4	13	2	3	2	7	4	8	5	9	6	2	5	3	1	1
0	0	0	1	0	0	5	3	5	3	3	4	2	5	7	4	9	5	9	2	4	1	1	0	0

AM Peak 0945 - 1045 (28), AM PHF=0.54 PM Peak 1800 - 1900 (32), PM PHF=0.89

* Saturday, June 11, 2005 - Total=314, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	6	0	5	2	0	4	6	15	23	31	18	19	26	27	21	17	18	18	18	13	8	9	6	
3	2	0	0	1	0	0	1	0	4	7	3	4	5	8	5	5	3	5	3	3	0	1	3	0
0	2	0	1	0	0	3	1	4	6	7	7	6	10	4	5	4	4	6	4	2	2	1	0	1
1	1	0	0	1	0	1	1	6	7	10	0	5	4	5	3	7	3	6	3	4	3	2	0	0
0	1	0	4	0	0	0	3	5	6	7	8	4	7	10	6	5	4	4	5	5	2	4	1	1

AM Peak 1000 - 1100 (31), AM PHF=0.78 PM Peak 1315 - 1415 (29), PM PHF=0.72

* Sunday, June 12, 2005 - Total=230, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	2	2	1	1	4	3	10	13	21	15	18	11	15	21	5	25	19	15	11	7	4	3	
0	0	1	0	0	0	1	0	2	2	7	3	1	3	5	3	3	6	8	2	7	1	0	0	0
1	1	0	2	0	0	1	1	4	3	4	5	3	3	2	8	0	8	3	9	2	3	2	2	0
0	1	1	0	1	1	2	2	3	4	5	3	9	2	3	2	0	6	4	2	2	1	0	0	0
1	0	0	0	0	0	0	0	1	4	5	4	5	3	5	8	2	5	4	2	0	2	2	1	0

AM Peak 1000 - 1100 (21), AM PHF=0.75 PM Peak 1715 - 1815 (27), PM PHF=0.84

* Monday, June 13, 2005 - Total=284, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	0	3	0	2	4	14	28	13	16	17	19	10	13	11	30	21	26	17	17	14	3	4	
0	1	0	1	0	0	1	2	7	4	5	5	4	2	1	3	7	6	6	2	8	6	0	1	1
0	1	0	0	0	1	0	1	6	1	3	5	3	1	3	2	9	4	8	4	6	3	0	0	0
0	0	0	0	0	0	2	2	4	3	5	4	7	5	4	3	9	7	5	6	2	4	1	2	0
0	0	0	2	0	1	1	9	11	5	3	3	5	2	5	3	5	4	7	5	1	1	2	1	0

AM Peak 0800 - 0900 (28), AM PHF=0.64 PM Peak 1600 - 1700 (30), PM PHF=0.83

* Tuesday, June 14, 2005 - Total=211, 15 minute drops (CAR PARKED ON SENSOR HOSE ~15:45 TO 19:45)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	0	2	1	7	14	35	13	16	12	23	26	13	13	0	0	0	2	13	11	5	3	
1	0	0	0	0	0	2	2	6	5	4	1	9	9	2	4	0	0	0	0	5	2	2	2	0
0	0	0	0	2	1	2	3	16	3	3	2	3	5	2	7	0	0	0	0	3	1	1	0	0
0	0	0	0	0	0	2	2	7	2	5	4	5	6	1	2	0	0	0	0	4	6	2	1	0
0	0	1	0	0	0	1	7	6	3	4	5	6	6	8	0	0	0	0	2	1	2	0	0	0

AM Peak 0745 - 0845 (36), AM PHF=0.56 PM Peak 1245 - 1345 (26), PM PHF=0.72

* Wednesday, June 15, 2005 - Total=267, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	2	1	1	1	5	8	21	16	18	19	22	19	10	12	20	20	22	18	13	10	4	4	
0	0	0	0	0	0	1	2	3	4	1	6	8	2	2	5	6	3	8	5	3	2	2	1	-
0	1	1	0	1	0	2	2	10	4	8	2	2	6	2	3	8	4	7	5	7	4	1	2	-
0	0	0	1	0	1	0	1	5	6	3	3	4	5	3	0	3	7	2	6	3	1	0	1	-
0	0	1	0	0	0	2	3	3	2	6	8	8	6	3	4	3	6	5	2	0	3	1	0	-

AM Peak 1015 - 1115 (23), AM PHF=0.72

Traffic Data Service Vehicle Counts

VehicleCount-1911 -- English (enu)

Datasets:

Site: [5N] NB VICTORY AVE S/O ALVIN ST
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=541, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	1	1	4	11	42	65	54	29	29	28	34	27	40	27	48	40	27	18	5	2	8
1	0	0	1	0	0	1	7	14	16	9	5	4	5	7	7	6	15	12	6	3	0	1	2
0	0	0	0	0	0	0	4	13	12	8	8	7	14	9	9	7	9	12	9	6	3	0	3
0	0	0	0	0	3	6	16	15	8	3	9	9	7	4	11	9	15	5	8	4	1	1	2
0	0	0	0	1	1	4	15	23	18	9	7	8	8	7	13	5	9	11	4	5	1	0	1

AM Peak 0815 - 0915 (67), AM PHF=0.73 PM Peak 1700 - 1800 (48), PM PHF=0.80

* Thursday, June 09, 2005 - Total=539, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	0	2	2	11	50	62	45	24	32	28	40	25	36	27	49	36	24	18	14	9	3
0	0	0	0	0	0	1	5	18	11	4	6	7	11	6	10	13	10	16	7	4	4	3	1
2	0	0	0	1	0	5	9	15	15	7	9	7	13	7	7	3	13	10	6	5	4	2	0
0	0	0	0	1	2	3	16	11	8	8	7	9	10	8	10	7	17	4	5	4	2	0	2
0	0	0	0	0	0	2	20	18	11	5	10	5	6	4	9	4	9	6	6	5	4	4	0

AM Peak 0730 - 0830 (69), AM PHF=0.86 PM Peak 1715 - 1815 (55), PM PHF=0.81

* Friday, June 10, 2005 - Total=554, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	1	16	49	47	38	27	35	45	50	38	30	37	47	27	22	11	12	13	8
0	0	0	0	1	0	3	7	8	13	7	6	14	17	18	11	6	12	2	12	0	7	2	1
0	0	0	0	0	0	3	10	15	8	11	10	6	7	9	5	5	11	5	4	2	0	2	2
0	0	0	0	0	0	4	18	10	8	5	10	7	15	6	10	9	13	8	2	3	3	2	2
0	0	0	0	0	1	6	14	14	9	4	9	18	11	5	4	17	11	12	4	6	2	7	3

AM Peak 0730 - 0830 (55), AM PHF=0.76 PM Peak 1245 - 1345 (57), PM PHF=0.79

* Saturday, June 11, 2005 - Total=343, 15 minute drops (CAR PARKED ON SENSOR HOSE ~14:00 TO 17:30)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	4	0	1	2	3	15	14	16	38	38	32	31	33	8	0	0	12	21	19	19	17	13	6
0	2	0	0	0	2	2	3	5	6	12	9	7	7	8	0	0	0	5	4	7	4	3	0
0	0	0	0	0	0	5	2	3	14	7	4	5	9	0	0	0	0	5	4	7	6	1	2
1	2	0	0	0	1	3	2	1	7	12	9	8	8	0	0	0	4	7	4	1	4	1	2
0	0	0	1	2	0	5	7	7	11	7	10	11	9	0	0	0	8	4	7	4	3	8	2

AM Peak 0915 - 1015 (44), AM PHF=0.79 PM Peak 1230 - 1330 (35), PM PHF=0.80

* Sunday, June 12, 2005 - Total=357, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	4	0	1	1	3	7	11	13	28	31	32	25	28	26	27	19	25	16	17	19	10	6	6
0	2	0	0	0	1	2	3	3	7	11	6	2	9	10	7	8	6	3	1	7	2	2	2
1	1	0	0	0	0	1	3	2	7	6	9	5	6	2	6	8	9	4	7	5	3	1	0
1	1	0	1	0	1	1	1	4	9	8	8	12	7	10	6	1	7	4	5	4	3	2	2
0	0	0	0	1	1	3	4	4	5	6	9	6	6	4	8	2	3	5	4	3	2	1	2

AM Peak 0915 - 1015 (32), AM PHF=0.73 PM Peak 1230 - 1330 (33), PM PHF=0.69

* Monday, June 13, 2005 - Total=481, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	1	1	0	4	15	40	60	39	34	20	26	34	33	29	29	37	21	20	18	11	5	4
0	0	1	0	0	1	2	6	15	12	6	8	5	7	7	11	4	12	9	4	6	3	2	1
0	0	0	0	0	1	1	8	14	10	11	2	6	9	10	7	8	10	5	8	6	4	1	2
0	0	0	1	0	1	5	13	18	10	9	6	7	8	11	7	7	6	5	5	4	3	1	0
0	0	0	0	0	1	7	13	13	7	8	4	8	10	5	4	10	9	2	3	2	1	1	1

AM Peak 0745 - 0845 (60), AM PHF=0.83 PM Peak 1630 - 1730 (39), PM PHF=0.81

* Tuesday, June 14, 2005 - Total=491, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
4	0	0	0	2	3	11	36	74	47	37	21	30	30	24	20	26	39	33	18	16	7	9	4
3	0	0	0	0	0	2	9	25	16	12	6	5	9	6	7	8	7	8	3	4	3	1	2
0	0	0	0	1	0	2	11	20	10	7	4	7	9	8	3	6	14	10	3	5	1	5	1
1	0	0	0	1	2	4	7	17	9	8	7	9	7	5	8	7	11	10	8	5	2	2	0
0	0	0	0	0	1	3	9	12	12	10	4	9	5	5	2	5	7	5	4	2	1	1	1

AM Peak 0800 - 0900 (74), AM PHF=0.74 PM Peak 1715 - 1815 (40), PM PHF=0.71

* Wednesday, June 15, 2005 - Total=511, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	2	0	4	17	46	44	51	23	28	31	43	29	27	27	40	23	21	25	12	13	5	
0	0	0	0	0	1	2	7	9	14	6	4	8	15	8	11	6	11	9	7	7	6	4	3	-
0	0	0	0	0	0	4	9	13	12	8	6	9	11	8	5	5	9	6	5	9	2	6	2	-
0	0	0	2	0	2	6	13	13	11	3	9	9	12	7	5	12	5	4	4	5	2	2	0	-
0	0	0	0	0	1	5	17	9	14	6	9	5	5	6	6	4	15	4	5	4	2	1	0	-

AM Peak 0730 - 0830 (52), AM PHF=0.76

Traffic Data Service Vehicle Counts

VehicleCount-1912 -- English (enu)

Datasets:

Site: [5S] SB VICTORY AVE S/O ALVIN ST
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=155, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	1	0	2	4	3	7	7	8	12	11	7	9	11	13	10	18	10	7	9	4	2
0	0	0	0	0	1	0	0	2	2	1	4	3	2	0	3	4	3	4	2	1	2	0	2
0	0	0	0	0	1	2	0	2	3	3	1	2	1	2	3	3	0	5	2	2	3	0	0
0	0	0	1	0	0	0	1	1	2	4	2	3	2	3	2	4	2	4	0	2	3	1	0
0	0	0	0	0	0	2	2	2	0	0	5	3	2	4	3	2	5	5	6	2	1	3	0

AM Peak 1145 - 1245 (13), AM PHF=0.65 PM Peak 1745 - 1845 (18), PM PHF=0.90

* Thursday, June 09, 2005 - Total=159, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	1	0	0	1	1	0	7	9	6	5	7	8	4	10	8	12	14	26	10	14	8	3	2
1	0	0	0	0	1	0	0	2	1	1	1	1	1	3	1	3	2	10	5	4	2	1	1
0	1	0	0	1	0	0	3	3	1	0	2	1	2	2	4	2	5	7	3	1	1	1	0
1	0	0	0	0	0	0	2	2	3	1	3	3	0	4	2	2	2	5	0	3	3	1	0
1	0	0	0	0	0	0	2	2	1	3	1	3	1	1	1	5	5	4	2	6	2	0	0

AM Peak 0715 - 0815 (9), AM PHF=0.75 PM Peak 1745 - 1845 (27), PM PHF=0.68

* Friday, June 10, 2005 - Total=160, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	1	0	7	4	10	12	4	13	8	12	8	17	14	15	9	7	11	4	3
0	0	0	0	1	0	0	0	1	0	5	1	1	1	3	2	4	4	7	3	1	3	1	1
0	0	0	0	0	0	0	2	0	3	1	1	2	2	2	2	5	4	2	1	3	2	1	1
0	0	0	0	0	0	0	2	3	4	3	0	3	0	3	4	6	2	3	3	1	1	1	0
0	0	0	0	1	0	3	0	3	3	2	7	5	4	0	2	4	3	2	2	5	1	1	0

AM Peak 0915 - 1015 (15), AM PHF=0.75 PM Peak 1600 - 1700 (17), PM PHF=0.71

* Saturday, June 11, 2005 - Total=127, 15 minute drops (CAR PARKED ON SENSOR HOSE ~14:00 TO 17:30)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	2	0	1	0	0	1	2	14	8	16	11	8	16	1	0	0	2	12	9	6	5	9	2
0	0	0	1	0	0	1	0	2	1	8	1	1	3	1	0	0	0	2	4	2	0	0	0
2	0	0	0	0	0	0	0	2	2	3	1	3	5	0	0	0	0	3	2	1	3	2	1
0	1	0	0	0	0	0	0	6	1	2	5	3	5	0	0	0	1	3	3	2	2	1	1
0	1	0	0	0	0	0	2	4	4	3	4	1	3	0	0	0	1	4	0	1	0	6	0

AM Peak 0945 - 1045 (17), AM PHF=0.53 PM Peak 1300 - 1400 (16), PM PHF=0.80

* Sunday, June 12, 2005 - Total=141, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	3	1	2	0	0	2	1	2	3	5	8	12	11	16	13	13	10	9	8	6	9	1	4
2	1	1	0	0	0	0	0	0	0	0	1	2	3	1	4	4	6	2	3	3	3	0	1
0	1	0	2	0	0	1	1	0	0	0	3	1	2	5	3	4	1	3	2	1	3	1	1
0	0	0	0	0	0	1	0	1	2	4	2	6	2	5	4	2	1	2	2	2	2	0	1
0	1	0	0	0	0	0	0	1	1	1	2	3	4	5	2	3	2	2	1	0	1	0	1

AM Peak 1145 - 1245 (11), AM PHF=0.46 PM Peak 1415 - 1515 (19), PM PHF=0.95

* Monday, June 13, 2005 - Total=151, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	0	0	1	1	1	0	8	7	7	12	11	7	7	7	10	11	16	15	12	5	6	3	1
1	0	0	0	0	0	0	2	3	0	2	2	0	2	3	4	4	3	1	0	2	2	1	1
0	0	0	0	0	1	0	1	1	3	4	3	4	1	2	1	3	4	5	6	2	1	1	0
1	0	0	1	0	0	0	1	2	2	2	2	1	2	1	1	2	6	1	3	0	2	1	0
1	0	0	0	1	0	0	4	1	2	4	4	2	2	1	4	2	3	8	3	1	1	0	0

AM Peak 1000 - 1100 (12), AM PHF=0.75 PM Peak 1845 - 1945 (17), PM PHF=0.53

* Tuesday, June 14, 2005 - Total=176, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	0	0	3	3	9	9	11	6	5	10	13	6	10	16	15	21	8	6	12	6	5
0	0	0	0	0	2	1	0	1	0	0	0	2	4	0	2	1	4	4	3	1	7	0	1
2	0	0	0	0	1	0	2	3	3	1	3	2	2	0	1	7	7	7	3	3	1	2	3
0	0	0	0	0	0	0	2	1	6	1	0	5	2	3	4	2	2	4	2	1	1	1	1
0	0	0	0	0	0	2	5	4	2	4	2	1	5	3	3	6	2	6	0	1	3	3	0

AM Peak 0845 - 0945 (13), AM PHF=0.54 PM Peak 1800 - 1900 (21), PM PHF=0.75

*** Wednesday, June 15, 2005 - Total=183, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	0	0	0	8	5	10	6	9	15	10	7	16	9	25	13	11	14	11	10	2	
1	0	0	0	0	0	0	1	0	3	0	2	1	1	4	4	0	11	3	5	5	6	3	1	-
0	0	0	0	0	0	0	0	0	5	2	1	5	4	1	1	4	7	3	3	3	4	2	0	-
0	0	0	0	0	0	0	4	1	2	4	2	4	2	0	5	2	3	4	2	2	0	3	1	-
0	1	0	0	0	0	0	3	4	0	0	4	5	3	2	6	3	4	3	1	4	1	2	0	-

AM Peak 0845 - 0945 (14), AM PHF=0.70

Traffic Data Service Vehicle Counts

VehicleCount-1914 -- English (enu)

Datasets:

Site: [6E] EB ALVIN ST W/O VICTORY AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=285, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	1	1	0	1	0	9	23	16	14	12	16	25	19	17	23	26	26	14	19	12	7	3	0
0	0	0	0	0	0	0	1	2	5	6	2	5	6	6	3	9	7	6	4	7	1	4	1	0
0	0	1	1	0	1	0	1	10	6	6	3	6	9	7	4	6	7	8	2	7	4	1	0	0
0	1	0	0	0	0	0	3	5	2	0	5	5	4	1	2	3	8	9	3	4	6	2	1	0
0	0	0	0	0	0	0	4	6	3	2	2	0	6	5	8	5	4	3	5	1	1	0	1	0

AM Peak 0815 - 0915 (26), AM PHF=0.65 PM Peak 1645 - 1745 (27), PM PHF=0.84

* Thursday, June 09, 2005 - Total=254, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	2	0	0	0	2	7	19	14	11	11	15	24	17	19	14	19	28	16	12	11	12	1	0
0	0	1	0	0	0	0	1	5	5	4	3	0	7	4	5	7	2	11	2	4	2	3	0	0
0	0	0	0	0	0	0	3	7	3	4	4	3	5	4	7	2	3	10	9	5	4	2	1	1
0	0	0	0	0	0	2	1	3	3	2	1	3	8	4	3	1	10	2	2	1	3	4	0	0
0	0	1	0	0	0	0	2	4	3	1	3	9	4	5	4	4	4	5	3	2	2	3	0	0

AM Peak 0800 - 0900 (19), AM PHF=0.68 PM Peak 1730 - 1830 (35), PM PHF=0.80

* Friday, June 10, 2005 - Total=288, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	0	1	1	0	3	4	14	19	21	11	21	19	16	25	16	24	33	23	9	10	11	6	2
0	0	0	0	1	0	0	0	5	8	6	4	7	9	6	5	5	9	6	9	3	1	4	3	2
1	0	0	1	0	0	1	0	4	4	6	2	5	5	4	10	5	5	12	6	2	2	6	3	2
0	0	0	0	0	0	1	2	3	1	6	2	5	1	3	6	2	4	6	5	1	3	1	0	0
0	0	0	0	0	0	1	2	2	6	3	3	4	4	3	4	4	6	9	3	3	4	0	0	0

AM Peak 0945 - 1045 (24), AM PHF=1.00 PM Peak 1815 - 1915 (36), PM PHF=0.75

* Saturday, June 11, 2005 - Total=332, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	1	0	2	2	4	3	7	10	12	24	27	20	35	31	14	20	23	22	29	10	12	9	11	0
2	0	0	0	0	0	0	1	3	4	6	3	3	6	8	4	5	4	5	4	3	2	3	7	0
2	0	0	0	1	2	1	2	2	3	8	8	4	8	10	6	6	5	8	9	1	6	1	2	1
0	0	0	0	1	0	1	3	4	3	5	7	6	5	7	1	4	6	3	11	3	2	3	2	0
0	1	0	2	0	2	1	1	1	2	5	9	7	16	6	3	5	8	6	5	3	2	2	0	1

AM Peak 1100 - 1200 (27), AM PHF=0.75 PM Peak 1345 - 1445 (41), PM PHF=0.64

* Sunday, June 12, 2005 - Total=240, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	4	1	1	0	0	4	0	4	19	15	19	19	18	21	16	19	21	15	11	12	13	2	4	0
0	2	0	1	0	0	1	0	0	7	7	6	4	3	9	4	5	4	4	2	3	3	1	2	0
1	1	0	0	0	0	0	0	1	4	4	4	2	5	6	6	4	1	2	3	2	4	1	1	0
0	1	1	0	0	0	3	0	1	6	1	4	6	7	4	5	7	9	1	3	4	4	0	0	1
1	0	0	0	0	0	0	0	2	2	3	5	7	3	2	1	3	7	8	3	3	2	0	1	0

AM Peak 0845 - 0945 (19), AM PHF=0.68 PM Peak 1330 - 1430 (25), PM PHF=0.69

* Monday, June 13, 2005 - Total=256, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	2	0	1	2	7	10	10	10	22	12	16	13	15	17	28	30	18	19	9	8	5	1
0	1	0	1	0	0	0	1	3	2	3	6	6	1	2	7	3	7	12	2	4	1	1	3	1
0	0	0	0	0	0	1	2	2	3	4	5	1	6	4	0	4	8	7	6	4	4	2	2	0
1	0	0	1	0	0	0	1	2	3	2	4	4	5	2	6	4	5	5	6	6	3	3	0	1
0	0	0	0	0	1	1	3	3	2	1	7	1	4	5	2	6	8	6	4	5	1	2	0	1

AM Peak 1100 - 1200 (22), AM PHF=0.79 PM Peak 1715 - 1815 (33), PM PHF=0.69

* Tuesday, June 14, 2005 - Total=258, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	1	2	0	1	1	1	6	15	7	10	13	14	26	14	8	20	27	31	24	13	13	6	2
1	1	1	0	0	1	0	1	1	1	3	4	2	8	6	2	3	5	6	6	0	3	2	1
0	0	0	0	0	0	0	2	6	1	4	3	3	3	2	1	6	11	10	4	5	2	2	0
1	0	0	0	1	0	1	2	4	0	3	2	4	4	1	2	7	6	12	6	4	5	1	1
1	0	1	0	0	0	0	1	4	5	0	4	5	11	5	3	4	5	3	8	4	3	1	0

AM Peak 080 - 0900 (15), AM PHF=0.63 PM Peak 1745 - 1845 (33), PM PHF=0.69

AM Peak 0800 - 0900 (15), AM PHF=0.63 PM Peak 1745 - 1845 (33), PM PHF=0.69

* Wednesday, June 15, 2005 - Total=257, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	2	1	0	1	2	6	7	11	11	13	15	15	15	12	25	35	21	23	19	11	6	3	
1	0	0	0	0	0	0	0	1	5	3	1	7	1	4	7	9	14	6	7	7	3	2	2	-
0	0	1	0	0	0	0	3	2	1	3	2	1	6	3	1	7	8	8	8	3	5	0	0	-
1	1	0	1	0	1	1	0	3	2	1	3	2	3	3	2	5	6	2	5	4	0	2	0	-
0	0	1	0	0	0	1	3	1	3	4	7	5	5	5	2	4	7	5	3	5	3	2	1	-

AM Peak 1115 - 1215 (19), AM PHF=0.68

Traffic Data Service Vehicle Counts

VehicleCount-1913 -- English (enu)

Datasets:

Site: [6W] WB ALVIN ST W/O VICTORY AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=381, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	1	1	2	1	10	31	46	33	27	20	26	21	21	32	27	21	25	13	11	7	1	3
1	0	0	0	0	1	3	7	16	6	8	6	5	5	6	9	6	7	9	6	3	0	0	2
0	0	1	0	0	0	2	6	15	8	7	4	5	6	5	10	7	6	3	4	4	3	0	0
0	0	0	0	0	2	10	7	10	2	5	8	9	6	5	9	5	6	2	1	1	1	1	0
0	0	0	1	0	0	3	8	8	9	10	5	8	1	4	8	5	3	7	1	3	3	0	0

AM Peak 0730 - 0830 (49), AM PHF=0.77 PM Peak 1500 - 1600 (32), PM PHF=0.80

* Thursday, June 09, 2005 - Total=356, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	1	0	0	1	2	14	24	41	23	23	17	20	27	18	18	22	24	27	21	11	12	6	3
1	0	0	0	0	1	1	2	20	5	6	4	5	7	7	5	7	8	9	6	1	4	1	2
0	1	0	0	0	0	3	5	11	8	7	7	4	11	5	4	6	4	3	6	4	4	2	1
0	0	0	0	1	0	2	5	6	4	5	3	1	4	3	5	5	6	6	5	3	3	0	0
0	0	0	0	0	1	8	12	4	6	5	3	10	5	3	4	4	6	9	4	3	1	3	0

AM Peak 0745 - 0845 (49), AM PHF=0.61 PM Peak 1245 - 1345 (32), PM PHF=0.73

* Friday, June 10, 2005 - Total=376, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	1	4	12	39	33	27	32	16	32	25	16	28	18	15	22	19	15	15	6	1
0	0	0	0	1	2	4	6	13	8	5	6	9	7	2	7	5	5	4	6	4	7	0	1
0	0	0	0	0	0	4	8	6	7	7	5	7	6	4	7	7	1	3	5	5	3	4	0
0	0	0	0	0	1	2	13	6	6	9	1	9	5	7	8	3	5	7	5	2	2	2	0
0	0	0	0	0	1	2	12	8	6	11	4	7	7	3	6	3	4	8	3	4	3	0	0

AM Peak 0715 - 0815 (46), AM PHF=0.88 PM Peak 1200 - 1300 (32), PM PHF=0.89

* Saturday, June 11, 2005 - Total=441, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	2	1	0	2	2	7	14	25	36	37	36	34	34	29	42	24	24	17	14	12	17	20	9
2	1	0	0	0	0	1	2	6	11	8	7	7	5	9	17	6	6	3	3	5	2	6	1
0	0	0	0	1	2	2	7	5	5	7	6	7	11	8	7	6	6	7	3	3	10	5	4
1	1	0	0	1	0	1	4	6	9	13	8	13	8	7	6	7	9	3	7	2	2	3	3
0	0	1	0	0	0	3	1	8	11	9	15	7	10	5	12	5	3	4	1	2	3	6	1

AM Peak 1145 - 1245 (42), AM PHF=0.70 PM Peak 1500 - 1600 (42), PM PHF=0.62

* Sunday, June 12, 2005 - Total=335, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	1	3	2	5	10	18	25	31	25	23	24	34	22	20	24	25	16	11	10	3	2
1	0	0	0	0	0	0	2	5	5	8	11	8	8	8	4	7	6	6	7	2	2	0	0
0	0	0	1	1	0	3	0	4	2	10	4	7	5	6	5	7	5	9	2	1	0	0	0
0	0	0	0	1	0	0	3	1	7	5	7	4	3	9	5	0	9	6	4	4	6	2	0
0	0	0	0	1	2	2	5	8	11	8	3	4	8	11	8	6	4	4	3	4	2	1	2

AM Peak 0930 - 1030 (36), AM PHF=0.82 PM Peak 1400 - 1500 (34), PM PHF=0.77

* Monday, June 13, 2005 - Total=380, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	0	0	0	2	2	13	31	40	26	31	21	23	17	24	25	21	27	22	21	15	10	3	3
1	0	0	0	0	1	0	7	12	8	13	6	5	4	3	6	5	4	10	1	5	1	2	2
1	0	0	0	1	0	2	4	12	6	7	2	4	6	6	11	8	5	4	9	5	6	1	0
0	0	0	0	1	0	4	10	13	7	6	9	4	6	8	5	4	9	3	5	3	2	0	0
1	0	0	0	0	1	7	10	3	5	5	4	10	1	7	3	4	9	5	6	2	1	0	0

AM Peak 0745 - 0845 (47), AM PHF=0.90 PM Peak 1715 - 1815 (33), PM PHF=0.82

* Tuesday, June 14, 2005 - Total=394, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	1	0	1	2	1	15	24	54	23	35	23	14	27	17	14	20	30	26	19	21	14	7	5
1	0	0	0	0	1	3	2	18	6	11	6	5	8	7	3	9	7	5	6	5	2	1	3
0	0	0	0	1	0	4	10	19	4	12	7	2	8	3	5	7	11	6	2	5	4	2	0
0	1	0	1	0	0	4	8	12	4	4	4	1	5	4	2	4	8	10	7	4	4	2	0
0	0	0	0	1	0	4	4	5	9	8	6	6	6	3	4	0	4	5	4	7	4	2	0

AM Peak 0800 - 0900 (54), AM PHF=0.71 PM Peak 1700 - 1800 (30), PM PHF=0.68

* Wednesday, June 15, 2005 - Total=366, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	0	1	4	9	28	31	26	24	14	29	19	19	16	28	34	20	23	12	14	6	6	
1	0	0	0	0	2	5	5	13	9	4	4	9	7	6	3	6	7	8	6	4	4	5	2	-
0	1	0	0	1	1	1	5	1	4	8	3	5	6	6	7	9	9	7	4	0	3	0	2	-
0	0	0	0	0	1	1	8	10	6	5	1	5	4	4	2	5	10	2	8	4	4	1	2	-
1	0	0	0	0	0	2	10	7	7	7	6	10	2	3	4	8	8	3	5	4	3	0	0	-

AM Peak 0715 - 0815 (36), AM PHF=0.69

Traffic Data Service Vehicle Counts

VehicleCount-1915 -- English (enu)

Datasets:

Site: [7N] NB DELL AVE S/O ALVIN ST
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=285, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	0	17	29	27	17	22	16	19	18	15	17	14	27	22	8	11	3	3
0	0	0	0	0	0	0	0	6	12	4	2	4	6	6	4	5	2	7	3	3	6	0	0
0	0	0	0	0	0	0	2	8	4	8	4	4	3	1	3	2	5	7	7	0	1	2	3
0	0	0	0	0	0	0	7	7	5	3	7	4	5	7	3	5	4	7	8	0	2	0	0
0	0	0	0	0	0	0	8	8	6	2	9	4	5	4	5	5	3	6	4	5	2	1	0

AM Peak 0815 - 0915 (35), AM PHF=0.73 PM Peak 1800 - 1900 (27), PM PHF=0.96

* Thursday, June 09, 2005 - Total=310, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	1	0	2	0	9	14	31	21	14	21	15	23	18	23	14	27	20	21	8	11	8	8
1	0	0	0	0	0	1	3	11	2	3	4	3	10	6	7	6	6	7	6	2	5	0	4
0	0	1	0	2	0	2	2	7	7	3	11	3	5	2	3	5	9	9	6	3	2	2	1
0	0	0	0	0	0	3	5	7	5	4	2	3	3	5	6	0	8	1	6	2	3	2	3
0	0	0	0	0	0	3	4	6	7	4	4	6	5	5	7	3	4	3	3	1	1	4	0

AM Peak 0800 - 0900 (31), AM PHF=0.70 PM Peak 1715 - 1815 (28), PM PHF=0.78

* Friday, June 10, 2005 - Total=304, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	0	1	2	13	17	19	22	18	14	17	25	17	18	22	30	23	20	4	6	8	6
1	0	0	0	0	1	1	2	5	9	4	5	4	5	6	4	3	2	5	7	1	2	2	3
1	0	0	0	0	0	2	3	5	3	4	2	4	3	5	4	6	11	6	5	1	1	3	1
0	0	0	0	0	0	2	7	4	3	5	2	3	7	3	6	9	9	9	4	2	1	3	2
0	0	0	0	1	1	8	5	5	7	5	5	6	10	3	4	4	8	3	4	0	2	0	0

AM Peak 0815 - 0915 (23), AM PHF=0.64 PM Peak 1715 - 1815 (33), PM PHF=0.75

* Saturday, June 11, 2005 - Total=300, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
4	4	1	2	2	0	5	8	8	22	25	20	15	23	31	23	21	18	14	18	10	6	9	11
2	2	1	0	1	0	0	2	0	3	6	2	1	5	10	5	7	3	2	2	1	0	2	1
0	2	0	2	0	0	3	1	1	7	5	5	2	8	7	7	4	8	7	7	5	0	1	3
2	0	0	0	0	0	0	3	2	7	5	1	4	4	6	2	4	4	1	3	1	3	2	1
0	0	0	0	1	0	2	5	5	5	9	12	8	6	8	9	6	3	4	6	3	3	4	6

AM Peak 0915 - 1015 (25), AM PHF=0.89 PM Peak 1400 - 1500 (31), PM PHF=0.78

* Sunday, June 12, 2005 - Total=249, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	1	0	0	2	3	7	3	11	12	19	17	14	15	24	14	21	17	18	19	10	14	3	4
0	1	0	0	0	0	1	0	4	2	8	5	4	4	7	3	8	2	7	2	4	0	0	1
1	0	0	0	1	0	3	1	3	3	5	3	2	1	4	4	5	4	3	7	0	5	1	1
0	0	0	0	0	1	1	1	1	2	3	5	4	4	10	1	2	9	4	5	3	6	2	1
0	0	0	0	1	2	2	1	3	5	3	4	4	6	3	6	6	2	4	5	3	3	0	1

AM Peak 0945 - 1045 (21), AM PHF=0.66 PM Peak 1345 - 1445 (27), PM PHF=0.68

* Monday, June 13, 2005 - Total=115, 15 minute drops (CAR PARKED ON HOSE ~11:30 THROUGH END OF SURVEY)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	2	0	1	1	1	14	16	27	28	18	7	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	1	3	6	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	1	0	1	4	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	5	5	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	1	7	4	10	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0845 - 0945 (31), AM PHF=0.70 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Tuesday, June 14, 2005 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Wednesday, June 15, 2005 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-

AM Peak 0000 - 0100 (0), AM PHF=1.00

Traffic Data Service Vehicle Counts

VehicleCount-1916 -- English (enu)

Datasets:

Site: [7S] SB DELL AVE S/O ALVIN ST
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=286, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	0	10	15	18	13	17	20	11	21	17	23	33	32	23	11	11	9	2
0	0	0	0	0	0	0	1	2	3	4	5	2	1	4	6	7	5	8	9	1	4	2	0
0	0	0	0	0	0	0	3	7	4	4	3	2	5	4	2	7	9	10	4	3	5	0	1
0	0	0	0	0	0	0	3	2	4	4	2	10	1	7	5	3	9	10	4	2	2	4	0
0	0	0	0	0	0	0	3	4	7	1	7	6	4	6	4	6	10	4	6	5	0	3	1

AM Peak 1145 - 1245 (21), AM PHF=0.53 PM Peak 1745 - 1845 (38), PM PHF=0.95

* Thursday, June 09, 2005 - Total=269, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	2	2	0	1	2	2	15	14	14	8	15	22	20	8	16	16	29	29	13	16	12	6	6
1	1	1	0	0	1	2	1	5	2	1	4	2	3	2	3	5	4	10	3	5	6	3	2
0	1	1	0	1	1	0	4	5	4	5	7	6	4	2	5	3	8	5	5	4	3	1	1
0	0	0	0	0	0	0	4	3	4	2	2	4	8	1	2	3	11	12	4	2	1	1	3
0	0	0	0	0	0	0	6	1	4	0	2	10	5	3	6	5	6	2	1	5	2	1	0

AM Peak 0730 - 0830 (20), AM PHF=0.83 PM Peak 1715 - 1815 (35), PM PHF=0.80

* Friday, June 10, 2005 - Total=260, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	1	0	3	3	2	12	14	9	13	11	17	18	14	18	25	34	24	15	6	7	4	8
1	0	0	0	1	0	1	1	3	4	4	3	6	6	2	5	6	9	8	8	3	1	1	5
0	0	1	0	1	1	1	4	7	3	3	1	4	4	4	5	7	10	4	4	1	3	1	2
1	0	0	0	0	1	0	3	2	0	2	4	4	3	4	4	7	6	5	3	1	1	0	1
0	0	0	0	1	1	0	4	2	2	4	3	3	5	4	4	5	9	7	0	1	2	2	0

AM Peak 0730 - 0830 (17), AM PHF=0.61 PM Peak 1700 - 1800 (34), PM PHF=0.85

* Saturday, June 11, 2005 - Total=276, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
7	3	0	1	0	1	5	3	6	19	20	15	14	22	30	16	13	23	15	21	17	13	5	7
4	0	0	0	0	0	1	0	1	4	7	1	1	4	9	5	1	5	6	10	3	2	0	0
2	1	0	0	0	0	1	0	1	3	5	2	2	4	11	2	6	5	3	4	3	6	2	3
0	2	0	0	0	0	1	2	4	3	1	6	3	4	4	7	2	8	2	4	5	1	3	2
1	0	0	1	0	1	2	1	0	9	7	6	8	10	6	2	4	5	4	3	6	4	0	2

AM Peak 0930 - 1030 (24), AM PHF=0.67 PM Peak 1330 - 1430 (34), PM PHF=0.77

* Sunday, June 12, 2005 - Total=244, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	3	2	2	0	1	6	5	7	13	16	11	24	13	20	17	21	19	16	17	9	10	5	5
2	1	0	0	0	0	1	3	0	2	3	5	3	2	4	3	5	6	6	3	4	4	2	1
0	1	1	1	0	1	3	1	2	2	7	3	5	3	7	3	6	7	4	8	1	1	1	3
0	1	0	1	0	0	2	0	0	6	4	2	7	1	8	7	4	3	1	3	1	2	2	0
0	0	1	0	0	0	0	1	5	3	2	1	9	7	1	4	6	3	5	3	3	3	0	1

AM Peak 0930 - 1030 (19), AM PHF=0.68 PM Peak 1345 - 1445 (26), PM PHF=0.81

* Monday, June 13, 2005 - Total=73, 15 minute drops (CAR PARKED ON HOSE ~11:30 THROUGH END OF SURVEY)

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	1	1	1	3	4	3	10	13	13	11	11	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	1	1	5	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	1	4	2	4	2	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	2	3	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	3	3	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0930 - 1030 (15), AM PHF=0.63 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Tuesday, June 14, 2005 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Peak 0000 - 0100 (0), AM PHF=1.00 PM Peak 1200 - 1300 (0), PM PHF=1.00

* Wednesday, June 15, 2005 - Total=0, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-

AM Peak 0000 - 0100 (0), AM PHF=1.00

Traffic Data Service Vehicle Counts

VehicleCount-1917 -- English (enu)

Datasets:

Site: [8N] NB VICTORY AVE N/O MARDELL WAY S
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=461, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	0	3	3	7	22	44	43	27	20	23	32	28	40	26	53	36	20	18	10	1	3
2	0	0	0	1	0	2	6	10	9	12	7	7	6	10	7	8	16	9	4	3	1	0	1
0	0	0	0	0	1	1	4	8	11	5	4	4	12	7	13	6	13	10	7	5	6	0	1
0	0	0	0	1	1	3	8	11	8	4	5	6	5	4	9	6	12	6	5	4	1	1	0
0	0	0	0	1	1	1	4	15	15	6	4	6	9	7	11	6	12	11	4	6	2	0	1

AM Peak 0830 - 0930 (46), AM PHF=0.77 PM Peak 1700 - 1800 (53), PM PHF=0.83

* Thursday, June 09, 2005 - Total=427, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	1	1	2	8	31	39	32	18	24	23	27	19	34	29	49	27	23	20	7	6	5
0	0	0	0	0	0	1	5	10	11	2	5	6	5	3	6	11	12	9	8	2	1	2	4
2	0	0	0	0	0	5	7	9	9	7	3	6	9	9	9	4	10	9	4	9	1	2	0
0	0	0	0	1	2	1	6	7	6	4	7	6	6	5	11	8	13	3	5	5	1	0	1
0	0	0	1	0	0	1	13	13	6	5	9	5	7	2	8	6	14	6	6	4	4	2	0

AM Peak 0815 - 0915 (40), AM PHF=0.77 PM Peak 1700 - 1800 (49), PM PHF=0.88

* Friday, June 10, 2005 - Total=430, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	0	0	1	0	2	14	33	39	27	28	19	29	42	25	25	35	36	21	16	8	14	11	5
0	0	0	0	0	0	6	7	6	9	11	6	10	12	11	7	7	10	1	6	0	8	1	1
0	0	0	0	0	0	3	7	10	5	10	3	3	9	7	5	10	10	4	6	3	0	4	0
0	0	0	1	0	1	3	10	10	8	6	5	3	10	4	7	7	9	8	3	2	4	2	4
0	0	0	0	1	2	9	13	5	1	5	13	11	3	6	11	7	8	1	3	2	4	0	0

AM Peak 0815 - 0915 (42), AM PHF=0.81 PM Peak 1245 - 1345 (44), PM PHF=0.85

* Saturday, June 11, 2005 - Total=346, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	3	1	1	0	3	9	11	15	20	26	20	31	21	35	24	24	22	23	15	17	13	5	6
0	2	0	0	0	1	2	2	4	3	5	5	5	10	5	4	7	7	6	6	4	2	1	0
0	0	0	0	0	1	3	3	6	6	4	3	9	5	4	8	6	7	4	2	4	4	1	3
1	0	1	0	0	1	2	3	1	5	12	5	7	5	8	4	6	5	7	3	3	3	1	1
0	1	0	1	0	0	2	3	4	6	5	7	10	6	13	7	8	3	5	4	4	2	1	1

AM Peak 1145 - 1245 (28), AM PHF=0.78 PM Peak 1400 - 1500 (35), PM PHF=0.67

* Sunday, June 12, 2005 - Total=268, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	0	2	3	3	12	13	13	24	19	16	18	24	20	20	20	16	8	11	13	6	6
0	0	0	0	0	1	1	4	3	4	5	4	2	5	9	4	3	6	1	2	3	5	1	2
0	0	0	0	0	0	0	2	5	0	10	9	5	4	3	5	9	7	6	5	4	2	0	0
1	0	0	0	2	2	0	1	1	8	4	3	4	4	6	8	4	3	4	0	2	4	2	3
0	0	0	0	0	0	2	5	4	1	5	3	5	5	6	3	4	4	5	1	2	2	3	1

AM Peak 0930 - 1030 (24), AM PHF=0.60 PM Peak 1400 - 1500 (24), PM PHF=0.67

* Monday, June 13, 2005 - Total=395, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	1	1	1	6	10	22	45	23	23	23	23	26	32	19	32	37	23	14	14	11	6	2
0	0	1	0	0	2	1	5	10	7	5	6	4	7	7	7	7	10	8	2	6	4	2	1
1	0	0	0	1	1	3	4	13	3	8	4	6	6	12	4	9	9	7	8	2	5	1	1
0	0	0	0	0	2	2	6	15	6	3	11	7	7	8	5	8	9	4	2	4	1	0	0
0	0	0	1	0	1	4	7	7	7	7	2	6	6	5	3	8	9	4	2	2	1	3	0

AM Peak 0745 - 0845 (45), AM PHF=0.75 PM Peak 1700 - 1800 (37), PM PHF=0.93

* Tuesday, June 14, 2005 - Total=413, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	0	0	0	2	1	12	19	59	26	28	21	27	27	19	30	20	36	27	21	17	12	5	1
2	0	0	0	1	0	3	5	20	9	9	3	6	9	8	9	7	9	9	7	6	6	1	0
0	0	0	0	1	0	2	6	21	5	6	6	8	7	4	8	5	13	9	4	4	3	3	1
1	0	0	0	0	0	4	2	12	6	8	4	6	4	3	7	5	10	4	6	4	1	0	0
0	0	0	0	1	3	6	6	6	6	5	8	7	7	4	6	3	4	5	4	3	2	1	0

AM Peak 0745 - 0845 (59), AM PHF=0.70 PM Peak 1700 - 1800 (36), PM PHF=0.69

* Wednesday, June 15, 2005 - Total=382, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	0	0	0	1	2	13	21	34	36	21	18	22	32	22	23	25	32	18	17	22	13	8	2	
0	0	0	0	0	0	2	5	9	11	3	4	5	14	6	7	5	8	4	4	5	4	3	1	-
0	0	0	0	1	0	5	4	12	13	7	5	4	9	6	8	6	4	7	3	11	3	2	1	-
0	0	0	0	0	2	2	4	7	5	4	4	6	5	6	5	4	7	5	5	3	3	3	0	-
0	0	0	0	0	0	4	8	6	7	7	5	7	4	4	3	10	13	2	5	3	3	0	0	-

AM Peak 0830 - 0930 (37), AM PHF=0.71

Traffic Data Service Vehicle Counts

VehicleCount-1918 -- English (enu)

Datasets:

Site: [8S] SB VICTORY AVE N/O MARDELL WAY S
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=225, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	1	0	0	1	2	2	11	19	10	15	13	11	15	11	16	15	27	19	14	10	9	3	1	0
0	0	0	0	0	0	0	1	6	2	2	5	4	5	1	2	5	4	5	3	5	1	1	1	0
0	0	0	0	1	2	0	2	3	4	7	1	4	6	5	8	4	5	6	2	4	3	0	0	2
0	1	0	0	0	0	1	5	5	0	2	5	1	2	1	2	1	13	5	4	1	2	0	0	0
0	0	0	0	0	0	1	3	5	4	4	2	2	2	4	4	5	5	3	5	0	3	2	0	1

AM Peak 0800 - 0900 (19), AM PHF=0.79 PM Peak 1730 - 1830 (29), PM PHF=0.56

* Thursday, June 09, 2005 - Total=250, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	0	2	1	1	11	15	15	13	9	16	16	12	12	19	18	28	15	21	10	10	3	1
0	0	0	0	0	0	0	0	1	4	5	3	2	3	2	2	5	2	8	4	7	1	4	2	1
2	0	0	0	2	0	0	2	5	1	2	1	4	7	4	6	5	2	7	4	2	4	1	1	1
0	0	0	0	0	0	1	5	3	6	2	4	4	2	3	2	2	6	3	2	10	2	4	0	0
1	0	0	0	0	1	0	4	6	4	4	1	6	4	3	2	7	8	10	5	2	3	1	0	0

AM Peak 0815 - 0915 (18), AM PHF=0.75 PM Peak 1730 - 1830 (29), PM PHF=0.91

* Friday, June 10, 2005 - Total=228, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	2	0	3	13	13	17	8	7	13	14	12	24	17	22	20	19	7	6	6	3	0
1	0	0	0	1	0	0	1	5	5	2	1	2	4	2	11	3	7	3	6	1	2	1	0	0
1	0	0	0	0	0	2	3	4	4	2	2	4	1	4	8	4	3	6	3	2	1	2	2	1
0	0	0	0	0	0	1	3	2	2	0	3	4	4	3	3	7	8	5	3	1	2	2	0	0
0	0	0	0	1	0	0	6	2	6	4	1	3	5	3	2	3	4	6	7	3	1	1	1	0

AM Peak 0730 - 0830 (18), AM PHF=0.75 PM Peak 1430 - 1530 (25), PM PHF=0.57

* Saturday, June 11, 2005 - Total=238, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	2	3	1	2	5	1	20	13	13	26	17	22	14	24	15	11	19	9	6	7	3	4	2
0	0	0	1	0	0	1	0	6	2	3	2	2	5	5	7	4	2	6	2	1	1	2	2	0
1	0	0	1	1	1	2	1	5	3	4	5	5	6	4	6	3	1	6	2	3	4	1	1	1
0	0	1	0	0	0	1	0	6	4	3	8	6	8	1	7	6	5	5	0	1	2	0	1	0
0	0	1	1	0	1	1	0	3	4	3	11	4	3	4	4	2	3	2	5	1	0	0	0	0

AM Peak 1100 - 1200 (26), AM PHF=0.59 PM Peak 1445 - 1545 (24), PM PHF=0.86

* Sunday, June 12, 2005 - Total=181, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	1	1	0	0	1	0	5	15	8	18	14	15	13	18	13	13	11	9	6	10	5	1	2
2	0	1	1	0	0	0	0	2	4	2	7	5	4	3	2	4	3	3	3	1	3	1	1	0
1	1	0	1	0	0	0	0	0	3	1	2	1	3	2	6	4	4	3	2	3	4	4	0	1
0	0	0	0	0	0	1	0	0	3	2	2	5	5	4	6	3	4	3	4	2	2	0	0	1
0	0	1	1	0	1	1	0	3	4	3	11	4	3	4	4	2	3	2	5	1	0	0	0	0

AM Peak 1100 - 1200 (18), AM PHF=0.64 PM Peak 1515 - 1615 (20), PM PHF=0.83

* Monday, June 13, 2005 - Total=249, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
5	0	0	1	2	0	5	17	14	12	9	21	18	10	19	12	17	33	22	10	12	4	5	1	1
2	0	0	0	0	0	0	0	2	3	1	6	4	2	3	3	5	8	7	2	3	1	1	1	0
1	0	0	0	2	0	2	5	1	2	4	4	3	2	2	2	3	6	3	4	3	1	1	0	0
1	0	0	1	0	0	1	6	5	4	3	6	4	3	11	3	6	11	4	2	3	1	2	0	0
1	0	0	0	0	0	2	6	6	3	1	5	7	3	3	4	3	8	8	2	3	1	1	0	1

AM Peak 1100 - 1200 (21), AM PHF=0.88 PM Peak 1700 - 1800 (33), PM PHF=0.75

* Tuesday, June 14, 2005 - Total=217, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	0	0	0	1	3	1	14	11	10	11	14	18	15	6	12	20	20	22	17	10	6	2	2	0
1	0	0	0	1	1	0	1	3	1	3	5	7	5	2	3	4	4	3	6	3	1	0	2	0
0	0	0	0	0	1	0	2	6	2	3	3	4	1	1	2	4	10	4	2	4	1	0	0	0
0	0	0	0	0	0	1	7	0	4	4	2	4	2	2	4	8	4	7	6	2	2	0	0	0
1	0	0	0	0	1	0	4	2	3	1	4	3	7	1	3	4	2	8	3	1	2	2	0	1

AM Peak 0730 - 0830 (20), AM PHF=0.71 PM Peak 1630 - 1730 (26), PM PHF=0.65

* Wednesday, June 15, 2005 - Total=254, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	1	0	0	1	0	6	18	11	15	9	10	9	13	21	14	24	31	20	16	19	9	5	1	-
0	0	0	0	1	0	0	0	1	6	3	1	1	1	4	4	4	13	1	8	6	5	0	0	-
0	0	0	0	0	0	1	7	3	2	2	0	3	3	5	3	8	8	11	3	4	1	2	0	-
0	0	0	0	0	0	3	6	2	4	3	6	3	2	5	4	5	5	5	3	4	2	1	0	-
1	1	0	0	0	0	2	5	5	3	1	3	2	7	7	3	7	5	3	2	5	1	2	1	-

AM Peak 0715 - 0815 (19), AM PHF=0.68

Traffic Data Service Vehicle Counts

VehicleCount-1919 -- English (enu)

Datasets:

Site: [9N] NB NITA AVE S/O DELL AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=577, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	2	2	1	2	2	7	16	31	27	26	34	33	29	40	47	38	72	63	36	30	25	9	5	
0	0	0	0	1	0	1	3	7	7	6	9	7	8	13	9	12	15	18	5	7	10	3	2	1
0	2	1	1	1	1	0	2	5	11	6	9	7	8	6	12	5	15	18	13	7	5	5	1	2
0	0	1	0	0	1	3	6	9	3	3	8	14	5	9	11	9	27	11	7	6	3	0	1	0
0	0	0	0	0	0	3	5	10	6	11	8	5	8	12	15	12	15	16	11	10	7	1	1	0

AM Peak 0830 - 0930 (37), AM PHF=0.84 PM Peak 1730 - 1830 (78), PM PHF=0.72

* Thursday, June 09, 2005 - Total=606, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	1	0	1	2	1	7	17	28	28	30	31	27	43	33	55	43	71	49	42	32	28	21	13	
1	0	0	0	1	0	1	4	7	7	4	3	2	15	5	12	11	13	12	12	5	8	4	6	0
2	0	0	0	0	0	3	1	7	5	7	9	7	9	10	14	8	22	15	8	11	4	9	3	1
0	1	0	0	1	1	2	4	5	4	7	8	9	9	10	15	11	18	10	11	9	5	4	3	0
0	0	0	1	0	0	1	8	9	12	12	11	9	10	8	14	13	18	12	11	7	11	4	1	1

AM Peak 1045 - 1145 (32), AM PHF=0.67 PM Peak 1700 - 1800 (71), PM PHF=0.81

* Friday, June 10, 2005 - Total=607, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	2	1	1	2	0	11	21	24	27	28	32	45	55	35	34	49	65	53	44	23	19	17	17	
0	1	1	0	0	0	2	4	5	8	8	6	13	20	16	8	12	16	13	17	2	7	3	5	1
1	1	0	0	0	0	1	4	4	6	8	6	8	9	8	7	11	21	11	11	9	1	5	3	0
0	0	0	1	2	0	4	9	7	7	7	12	5	10	7	11	14	18	19	10	7	4	7	8	0
1	0	0	0	0	0	4	4	8	6	5	8	19	16	4	8	12	10	10	6	5	7	2	1	3

AM Peak 1130 - 1230 (41), AM PHF=0.79 PM Peak 1645 - 1745 (67), PM PHF=0.80

* Saturday, June 11, 2005 - Total=450, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	5	2	3	1	0	5	5	15	16	26	25	32	30	41	36	41	26	39	28	22	14	22	12	
1	4	1	1	0	0	1	1	4	2	4	7	6	7	8	6	8	12	11	7	5	3	7	1	0
0	0	0	1	0	0	1	2	2	5	6	9	14	5	10	9	11	4	7	5	5	5	4	4	1
0	0	1	0	1	0	0	0	5	1	8	2	6	5	13	10	7	8	9	8	5	3	3	4	1
3	1	0	1	0	0	3	2	4	8	8	7	6	13	10	11	15	2	12	8	7	3	8	3	0

AM Peak 1145 - 1245 (33), AM PHF=0.59 PM Peak 1615 - 1715 (45), PM PHF=0.75

* Sunday, June 12, 2005 - Total=388, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	5	0	0	1	3	1	4	10	16	21	17	25	26	32	36	38	34	32	25	19	22	11	8	
0	4	0	0	0	0	0	1	0	1	6	3	6	7	10	8	9	11	10	7	6	6	3	1	2
1	1	0	0	0	0	0	1	7	4	8	7	6	8	4	7	13	6	8	6	7	8	1	1	0
1	0	0	0	1	2	0	0	2	8	2	3	6	3	14	13	7	8	8	6	2	4	5	4	0
0	0	0	0	0	1	1	2	1	3	5	4	7	8	4	8	9	9	6	6	4	4	2	2	1

AM Peak 0930 - 1030 (25), AM PHF=0.78 PM Peak 1530 - 1630 (43), PM PHF=0.83

* Monday, June 13, 2005 - Total=545, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	0	0	1	1	2	6	14	28	29	19	23	34	41	34	35	49	61	53	32	32	29	7	12	
2	0	0	0	1	1	0	1	5	6	3	7	7	12	8	9	12	13	17	7	13	10	2	4	3
0	0	0	0	0	0	0	4	8	2	6	2	12	12	14	12	13	18	15	8	4	10	1	4	0
0	0	0	0	0	0	3	6	6	11	4	11	8	12	7	7	13	15	9	8	8	4	1	3	1
1	0	0	1	0	1	3	3	9	10	6	3	7	5	5	7	11	15	12	9	7	5	3	1	0

AM Peak 1130 - 1230 (33), AM PHF=0.69 PM Peak 1715 - 1815 (65), PM PHF=0.90

* Tuesday, June 14, 2005 - Total=530, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	0	1	0	3	0	6	11	33	22	27	27	39	34	35	39	36	63	49	29	32	17	16	7	
3	0	0	0	2	0	2	0	10	7	8	6	6	13	7	10	9	9	10	10	10	5	5	2	0
0	0	1	0	1	0	1	6	8	2	7	7	8	6	10	9	8	23	14	10	12	8	4	2	0
1	0	0	0	0	0	2	2	8	6	5	3	9	7	9	10	8	20	13	4	3	1	6	3	0
0	0	0	0	0	0	1	3	7	7	11	16	8	9	10	11	11	11	12	5	7	3	1	0	1

AM Peak 1145 - 1245 (34), AM PHF=0.77 PM Peak 1715 - 1815 (64), PM PHF=0.70

*** Wednesday, June 15, 2005 - Total=530, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	2	2	2	1	0	8	18	28	30	27	22	33	47	22	27	42	61	44	25	38	20	20	10	
0	1	1	0	0	0	1	3	7	6	6	4	8	19	6	10	15	15	10	9	6	3	6	4	-
0	0	0	0	1	0	3	5	9	7	6	7	6	14	5	6	10	9	14	4	18	8	6	3	-
0	0	1	0	0	0	1	5	6	10	5	3	8	8	5	6	8	20	8	7	9	3	7	2	-
1	1	0	2	0	0	3	5	6	7	10	8	11	6	6	5	9	17	12	5	5	6	1	1	-

AM Peak 0900 - 1000 (30), AM PHF=0.75

Traffic Data Service Vehicle Counts

VehicleCount-1920 -- English (enu)

Datasets:

Site: [9S] SB NITA AVE S/O DELL AVE
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

* Wednesday, June 08, 2005 - Total=342, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
0	1	0	0	0	4	10	28	33	22	26	21	17	26	16	24	19	29	19	21	11	5	8	2
0	0	0	0	0	0	0	1	13	6	11	4	3	8	3	7	3	8	4	3	1	1	1	1
0	0	0	0	0	3	5	5	8	4	7	7	3	8	5	6	2	5	8	3	4	1	3	0
0	0	0	0	0	1	1	9	4	7	5	7	3	5	4	2	7	7	3	7	3	1	1	0
0	1	0	0	0	0	4	13	8	5	3	3	8	5	4	9	7	9	4	8	3	2	3	1

AM Peak 0730 - 0830 (43), AM PHF=0.83 PM Peak 1245 - 1345 (29), PM PHF=0.91

* Thursday, June 09, 2005 - Total=370, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	2	1	0	2	8	29	32	27	30	24	19	24	17	23	21	22	29	22	10	14	10	2
1	0	0	0	0	0	0	3	9	9	6	11	8	7	3	5	2	2	9	8	4	4	7	2
0	0	1	0	0	1	2	4	8	3	9	3	3	7	4	9	5	4	9	3	1	4	2	0
1	0	1	0	0	0	1	7	7	10	8	6	4	4	5	3	5	9	4	6	1	3	0	0
0	0	0	1	0	1	5	15	8	5	7	4	4	6	5	6	9	7	7	5	4	3	1	0

AM Peak 0730 - 0830 (39), AM PHF=0.65 PM Peak 1730 - 1830 (34), PM PHF=0.94

* Friday, June 10, 2005 - Total=367, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	0	0	0	3	2	8	30	24	21	29	24	26	19	11	36	20	23	21	27	21	9	6	6
0	0	0	0	1	0	2	4	8	5	9	5	3	5	3	14	1	5	4	7	8	2	0	1
0	0	0	0	1	1	4	3	7	8	6	6	8	3	3	8	8	7	4	9	3	2	5	1
0	0	0	0	0	1	1	8	6	3	5	8	7	8	2	5	8	6	6	8	6	4	0	2
1	0	0	0	1	0	1	15	3	5	9	5	8	3	3	9	3	5	7	3	4	1	1	2

AM Peak 0730 - 0830 (38), AM PHF=0.63 PM Peak 1500 - 1600 (36), PM PHF=0.64

* Saturday, June 11, 2005 - Total=339, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
1	1	2	2	1	1	4	8	23	22	27	26	28	32	24	28	19	21	29	9	12	6	8	5
0	0	0	0	1	0	1	2	4	3	6	5	8	5	5	11	5	6	8	4	3	2	4	1
0	1	0	1	0	1	2	1	6	3	7	5	4	5	9	3	5	6	8	2	5	1	1	2
0	0	1	0	0	0	0	5	6	7	5	8	9	13	6	7	9	5	7	1	2	1	2	0
1	0	1	1	0	0	1	0	7	9	8	7	9	9	4	7	0	4	6	2	2	2	1	2

AM Peak 0930 - 1030 (29), AM PHF=0.81 PM Peak 1330 - 1430 (36), PM PHF=0.69

* Sunday, June 12, 2005 - Total=291, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	1	1	1	0	0	2	4	9	23	20	21	24	29	16	22	25	22	17	14	13	17	7	1
1	0	0	0	0	0	0	1	3	5	1	7	5	7	5	1	4	5	2	3	6	8	3	0
1	1	0	0	0	0	1	1	1	4	7	6	8	9	6	9	9	6	5	3	3	4	1	0
0	0	0	1	0	0	0	1	0	4	6	2	2	8	4	3	5	6	3	4	2	4	2	1
0	0	1	0	0	0	1	5	10	6	6	9	5	1	9	7	5	7	4	2	1	1	0	0

AM Peak 1015 - 1115 (26), AM PHF=0.93 PM Peak 1245 - 1345 (33), PM PHF=0.92

* Monday, June 13, 2005 - Total=350, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	1	1	3	7	33	34	26	20	20	18	19	18	22	20	30	28	12	20	6	8	2
1	0	0	0	1	0	0	0	12	7	6	4	4	5	2	6	4	3	10	4	4	1	2	1
0	0	0	0	0	1	2	11	3	2	7	6	5	4	4	5	8	9	7	6	6	4	2	1
1	0	0	1	0	1	1	10	8	9	6	6	3	5	8	5	4	11	4	1	7	0	1	0
0	0	0	0	0	1	4	12	11	8	1	4	6	5	4	6	4	7	7	1	3	1	3	0

AM Peak 0715 - 0815 (45), AM PHF=0.94 PM Peak 1715 - 1815 (37), PM PHF=0.84

* Tuesday, June 14, 2005 - Total=308, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
2	0	0	0	1	2	9	22	27	20	24	16	27	12	17	21	25	16	30	19	12	4	0	2
1	0	0	0	0	1	0	0	7	2	5	6	9	5	7	7	2	2	12	4	2	2	0	2
0	0	0	0	0	0	1	4	11	4	10	1	6	0	2	5	6	6	8	6	6	0	0	0
1	0	0	0	1	1	5	8	2	8	6	6	6	2	3	6	8	4	5	4	4	2	0	0
0	0	0	0	0	0	3	10	7	6	3	3	6	5	5	3	9	4	5	5	0	0	0	1

AM Peak 0730 - 0830 (36), AM PHF=0.82 PM Peak 1800 - 1900 (30), PM PHF=0.63

*** Wednesday, June 15, 2005 - Total=336, 15 minute drops**

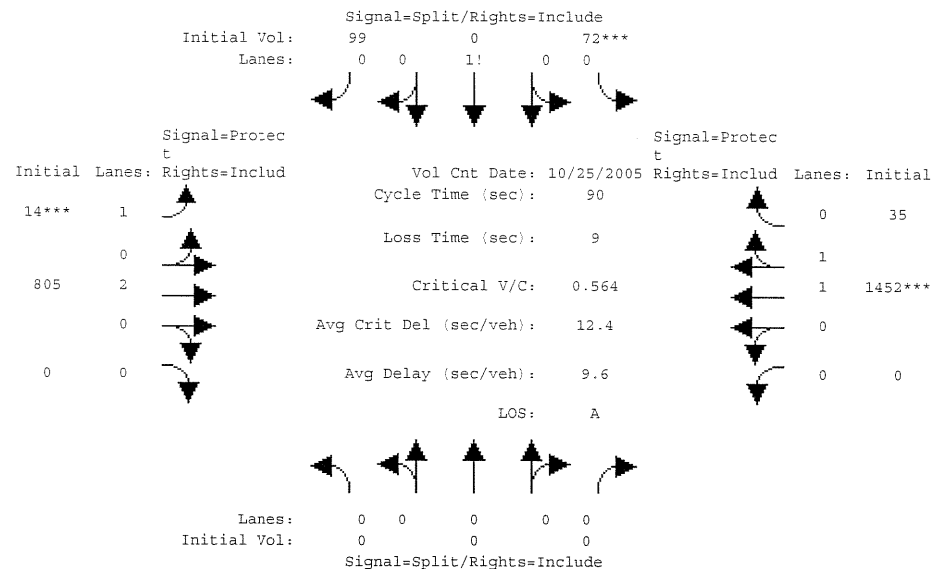
0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	1	0	1	0	3	7	29	28	32	18	21	14	27	11	16	22	31	23	21	17	7	4	1	
1	0	0	0	0	0	0	0	8	5	5	7	2	4	2	4	8	9	3	5	4	2	0	1	-
0	1	0	0	0	1	4	8	5	5	3	4	4	7	4	2	6	7	6	6	5	1	1	0	-
0	0	0	1	0	1	2	9	10	13	3	7	4	6	2	3	3	7	6	6	2	2	3	0	-
1	0	0	0	0	1	1	12	5	9	7	3	4	10	3	7	5	8	8	4	6	2	0	0	-

AM Peak 0715 - 0815 (37), AM PHF=0.77

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
AM Existing

Intersection #15: Alma-Central/San Antonio

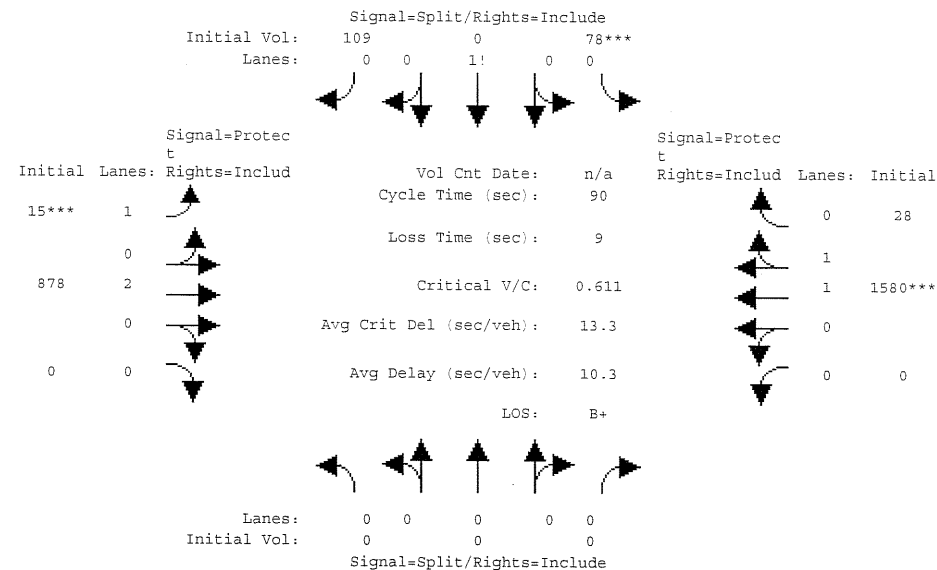


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 25 Oct 2005 <<												
Base Vol:	0	0	0	72	0	99	14	805	0	0	1452	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	99	14	805	0	0	1452	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	99	14	805	0	0	1452	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	99	14	805	0	0	1452	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	99	14	805	0	0	1452	35
ECE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	72	0	99	14	805	0	0	1452	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	737	0	1013	1750	3800	0	0	3613	87
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.01	0.21	0.00	0.00	0.40	0.40
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	7.0	66.5	0.0	0.0	59.5	59.5
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.61	0.10	0.29	0.00	0.00	0.61	0.61
Delay/Veh:	0.0	0.0	0.0	38.9	0.0	38.9	38.9	3.9	0.0	0.0	9.1	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.9	0.0	38.9	38.9	3.9	0.0	0.0	9.1	9.1
HCM2kAvg:	0	0	0	5	0	5	0	4	0	0	12	12

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
20:0 AM Background

Intersection #15: Alma-Central/San Antonio

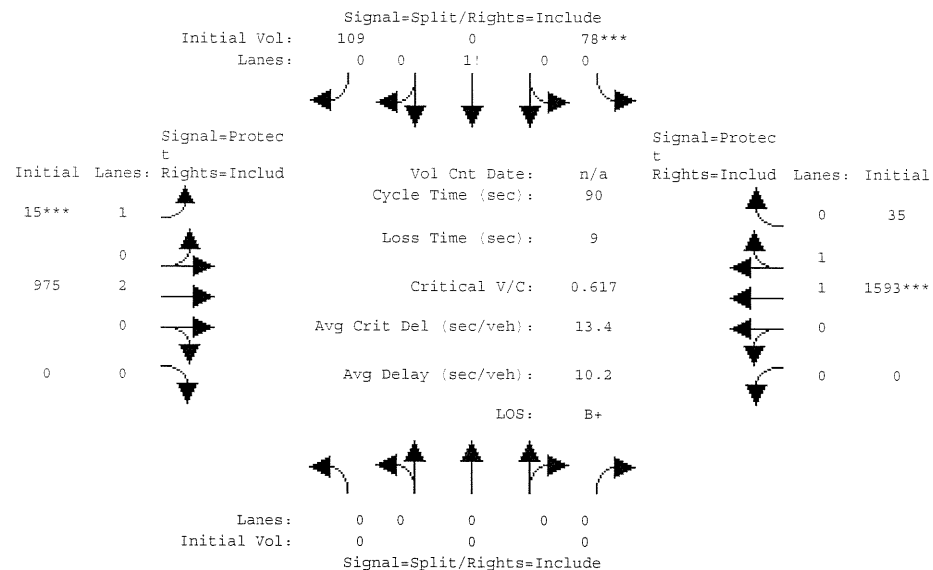


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	78	0	109	15	878	0	0	1580	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	109	15	878	0	0	1580	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	109	15	878	0	0	1580	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	109	15	878	0	0	1580	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	109	15	878	0	0	1580	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	78	0	109	15	878	0	0	1580	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	730	0	1020	1750	3800	0	0	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.23	0.00	0.00	0.43	0.43
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	14.6	0.0	14.6	7.0	66.4	0.0	0.0	59.4	59.4
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.66	0.11	0.31	0.00	0.00	0.66	0.66
Delay/Veh:	0.0	0.0	0.0	40.9	0.0	40.9	39.0	4.1	0.0	0.0	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.9	0.0	40.9	39.0	4.1	0.0	0.0	9.9	9.9
HCM2kAvg:	0	0	0	6	0	6	0	4	0	0	14	14

100 Mayfield EIR

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2010 AM Current Precise

Intersection #15: Alma-Central/San Antonio

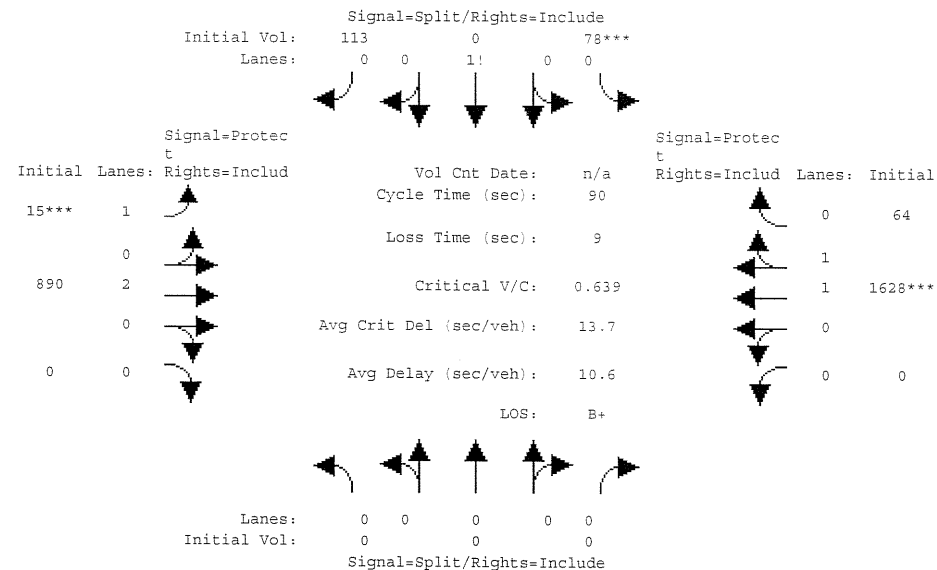


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	78	0	109	15	975	0	0	1593	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	109	15	975	0	0	1593	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	109	15	975	0	0	1593	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	109	15	975	0	0	1593	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	109	15	975	0	0	1593	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	78	0	109	15	975	0	0	1593	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	730	0	1020	1750	3800	0	0	3620	80
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.26	0.00	0.00	0.44	0.44
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	7.0	66.5	0.0	0.0	59.5	59.5
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.67	0.11	0.35	0.00	0.00	0.67	0.67
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	39.0	4.2	0.0	0.0	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.4	39.0	4.2	0.0	0.0	9.9	9.9
HCM2kAvg:	0	0	0	6	0	6	0	5	0	0	14	14

100 Mayfield EIR

Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2010 AM Toll Bros Proj

Intersection #15: Alma-Central/San Antonio

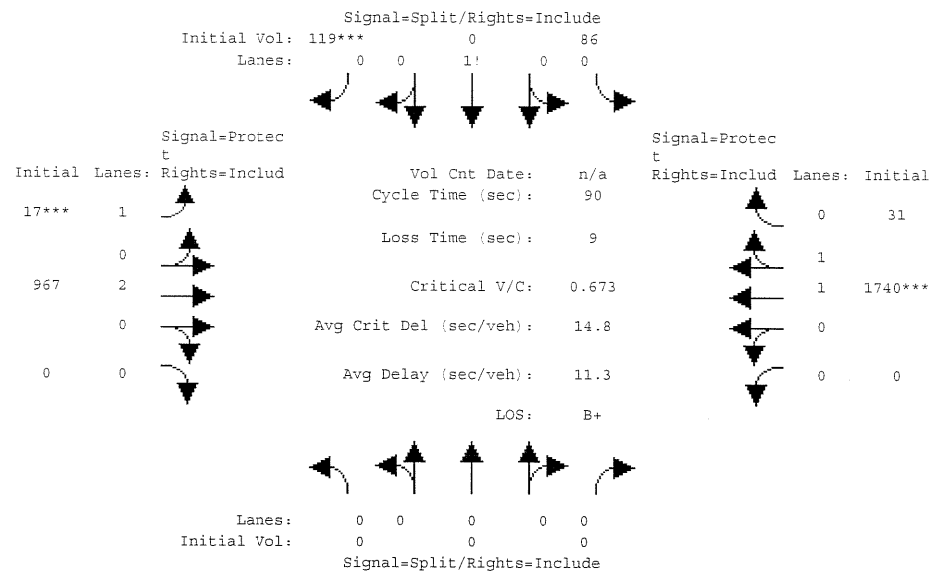


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	78	0	113	15	890	0	0	1628	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	113	15	890	0	0	1628	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	113	15	890	0	0	1628	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	113	15	890	0	0	1628	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	113	15	890	0	0	1628	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	78	0	113	15	890	0	0	1628	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.41	0.00	0.59	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	715	0	1035	1750	3800	0	0	3560	140
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.23	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	7.0	66.7	0.0	0.0	59.7	59.7
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.11	0.32	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	42.9	0.0	42.9	39.0	4.0	0.0	0.0	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.9	0.0	42.9	39.0	4.0	0.0	0.0	10.2	10.2
HCM2kAvg:	0	0	0	6	0	6	0	4	0	0	15	15

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 AM No Project

Intersection #15: Alma-Central/San Antonio

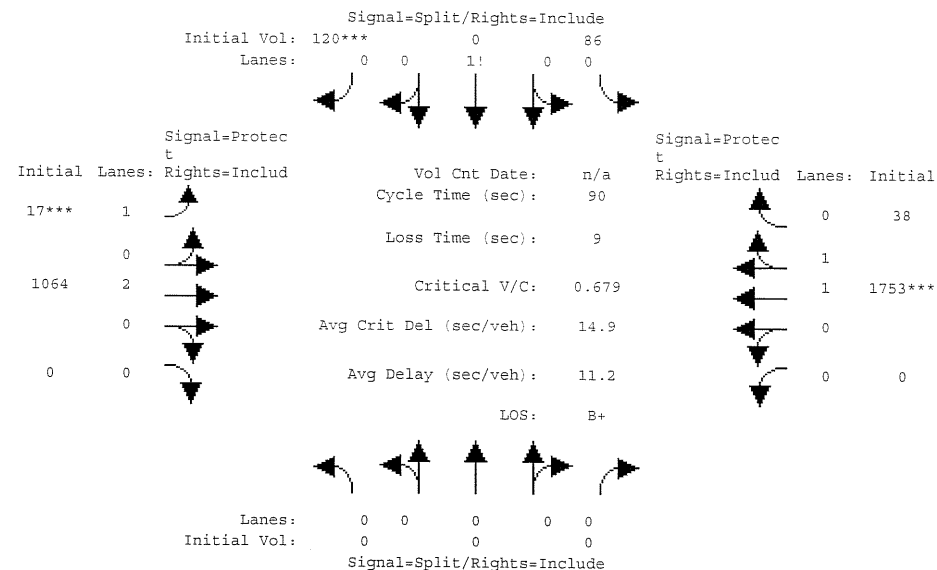


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	86	0	119	17	967	0	0	1740	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	86	0	119	17	967	0	0	1740	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	119	17	967	0	0	1740	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	86	0	119	17	967	0	0	1740	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	119	17	967	0	0	1740	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	86	0	119	17	967	0	0	1740	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	734	0	1016	1750	3800	0	0	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.25	0.00	0.00	0.48	0.48
Crit Moves:	****						****					
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	7.0	66.5	0.0	0.0	59.5	59.5
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.72	0.12	0.34	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	44.8	0.0	44.8	39.1	4.2	0.0	0.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.8	0.0	44.8	39.1	4.2	0.0	0.0	11.0	11.0
HCM2kAvg:	0	0	0	7	0	7	1	5	0	0	17	17

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 AM Current Precise

Intersection #15: Alma-Central/San Antonio

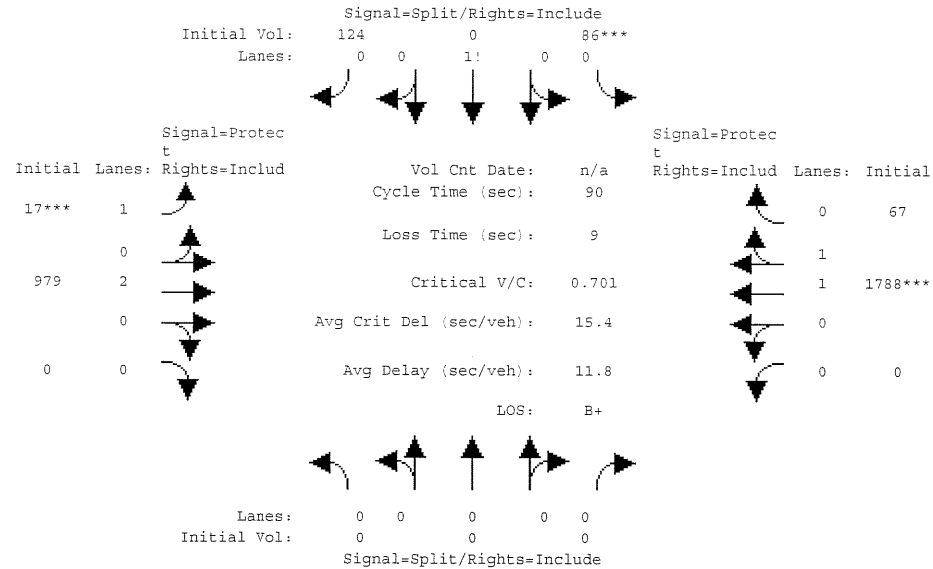


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	86	0	120	17	1064	0	0	1753	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	86	0	120	17	1064	0	0	1753	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	120	17	1064	0	0	1753	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	86	0	120	17	1064	0	0	1753	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	120	17	1064	0	0	1753	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	86	0	120	17	1064	0	0	1753	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.42	0.00	0.58	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	731	0	1019	1750	3800	0	0	3621	79
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.28	0.00	0.00	0.48	0.48
Crit Moves:	****						****			****		
Green Time:	0.0	0.0	0.0	14.5	0.0	14.5	7.0	66.5	0.0	0.0	59.5	59.5
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.73	0.12	0.38	0.00	0.00	0.73	0.73
Delay/Veh:	0.0	0.0	0.0	45.4	0.0	45.4	39.1	4.3	0.0	0.0	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.4	0.0	45.4	39.1	4.3	0.0	0.0	11.2	11.2
HCM2kAvg:	0	0	0	7	0	7	1	5	0	0	17	17

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 AM Toll Bros Proj

Intersection #15: Alma-Central/San Antonio

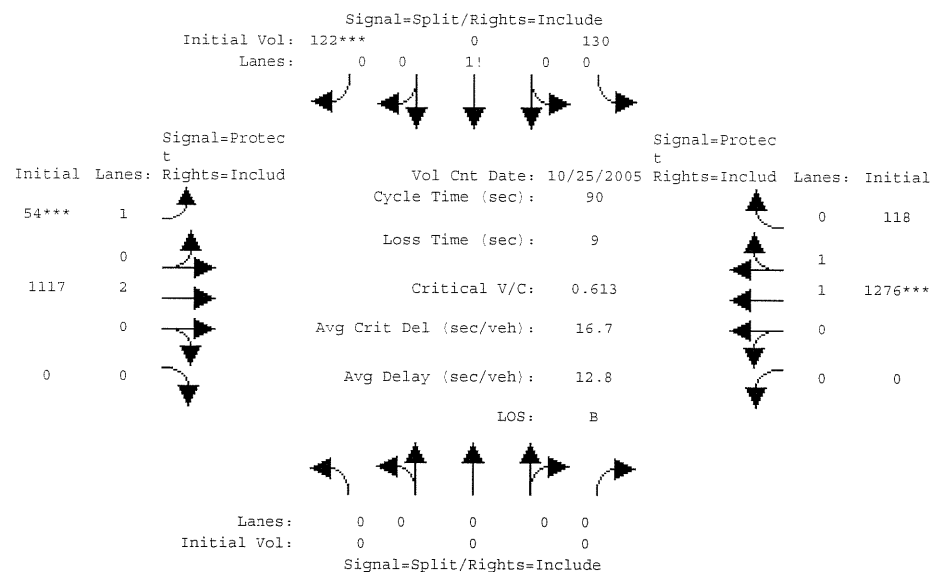


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	86	0	124	17	979	0	0	1788	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	86	0	124	17	979	0	0	1788	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	86	0	124	17	979	0	0	1788	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	86	0	124	17	979	0	0	1788	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	124	17	979	0	0	1788	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	86	0	124	17	979	0	0	1788	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.00	0.00	0.00	0.41	0.00	0.59	1.00	2.00	0.00	0.00	1.93	0.07
Final Sat.:	0	0	0	717	0	1033	1750	3800	0	0	3566	134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.26	0.00	0.00	0.50	0.50
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	14.3	0.0	14.3	7.0	66.7	0.0	0.0	59.7	59.7
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.76	0.12	0.35	0.00	0.00	0.76	0.76
Delay/Veh:	0.0	0.0	0.0	47.4	0.0	47.4	39.1	4.1	0.0	0.0	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.4	0.0	47.4	39.1	4.1	0.0	0.0	11.6	11.6
HCM2kAvg:	0	0	0	7	0	7	1	5	0	0	19	18

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
PM Existing

Intersection #15: Alma-Central/San Antonio

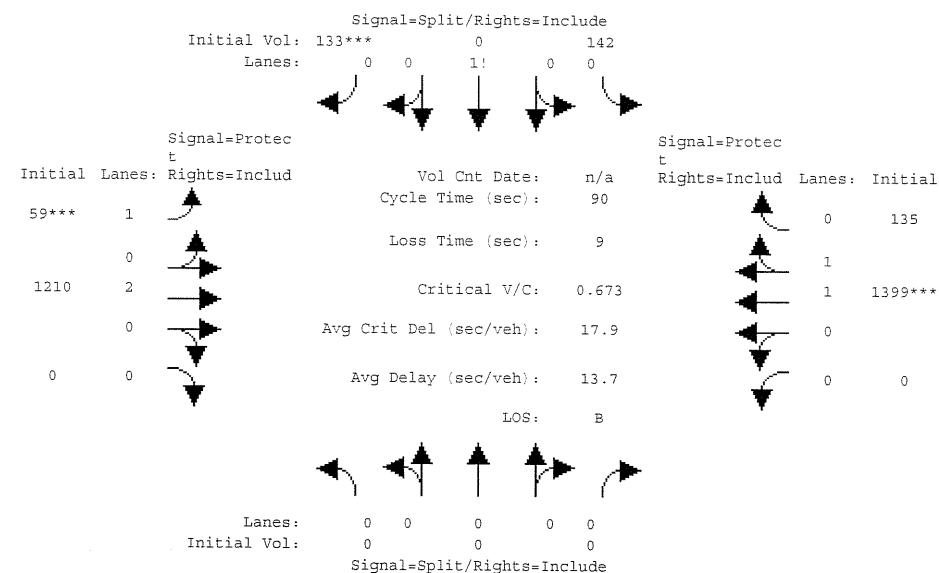


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module: >> Count Date: 25 Oct 2005 <<												
Base Vol:	0	0	0	130	0	122	54	1117	0	0	1276	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	122	54	1117	0	0	1276	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	122	54	1117	0	0	1276	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	122	54	1117	0	0	1276	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	122	54	1117	0	0	1276	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	130	0	122	54	1117	0	0	1276	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	903	0	847	1750	3800	0	0	3387	313
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.03	0.29	0.00	0.00	0.38	0.38
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	20.5	0.0	20.5	7.0	60.5	0.0	0.0	53.5	53.5
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.63	0.40	0.44	0.00	0.00	0.63	0.63
Delay/Veh:	0.0	0.0	0.0	34.7	0.0	34.7	41.4	6.9	0.0	0.0	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.7	0.0	34.7	41.4	6.9	0.0	0.0	12.5	12.5
HCM2kAvg:	0	0	0	7	0	7	2	7	0	0	13	13

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2010 PM Background

Intersection #15: Alma-Central/San Antonio

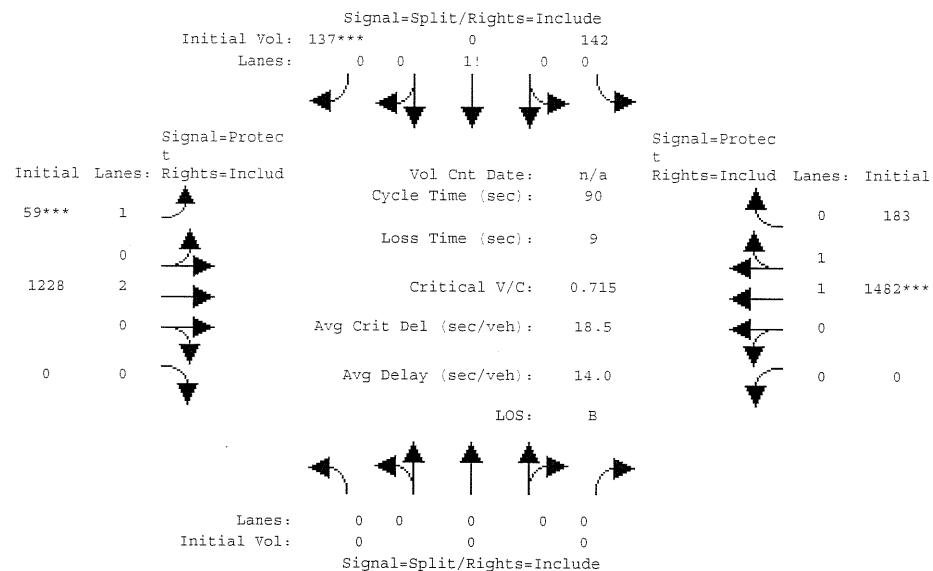


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	142	0	133	59	1210	0	0	1399	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	133	59	1210	0	0	1399	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	133	59	1210	0	0	1399	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	133	59	1210	0	0	1399	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	133	59	1210	0	0	1399	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	142	0	133	59	1210	0	0	1399	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	904	0	846	1750	3800	0	0	3374	326
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.32	0.00	0.00	0.41	0.41
Crit Moves:	****						****			****		
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	7.0	60.7	0.0	0.0	53.7	53.7
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.70	0.43	0.47	0.00	0.00	0.70	0.70
Delay/Veh:	0.0	0.0	0.0	37.3	0.0	37.3	41.8	7.2	0.0	0.0	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.3	0.0	37.3	41.8	7.2	0.0	0.0	13.5	13.5
HCM2kAvg:	0	0	0	8	0	8	2	8	0	0	15	15

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2010 PM Current Precise

Intersection #15: Alma-Central/San Antonio

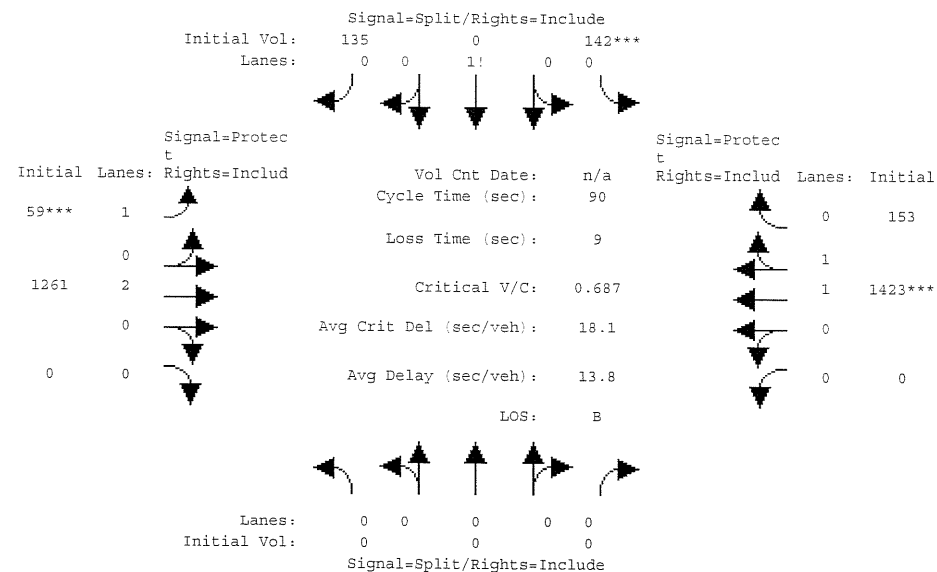


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	142	0	137	59	1228	0	0	1482	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	137	59	1228	0	0	1482	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	137	59	1228	0	0	1482	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	137	59	1228	0	0	1482	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	137	59	1228	0	0	1482	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	142	0	137	59	1228	0	0	1482	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	0.00	1.77	0.23
Final Sat.:	0	0	0	891	0	859	1750	3800	0	0	3293	407
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.32	0.00	0.00	0.45	0.45
Crit Moves:	****						****					
Green Time:	0.0	0.0	0.0	19.4	0.0	19.4	7.0	61.6	0.0	0.0	54.6	54.6
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.74	0.43	0.47	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	40.7	41.8	6.7	0.0	0.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	40.7	41.8	6.7	0.0	0.0	14.0	14.0
HCM2kAvg:	0	0	0	9	0	9	2	8	0	0	18	17

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2010 PM Toll Bros Proj

Intersection #15: Alma-Central/San Antonio

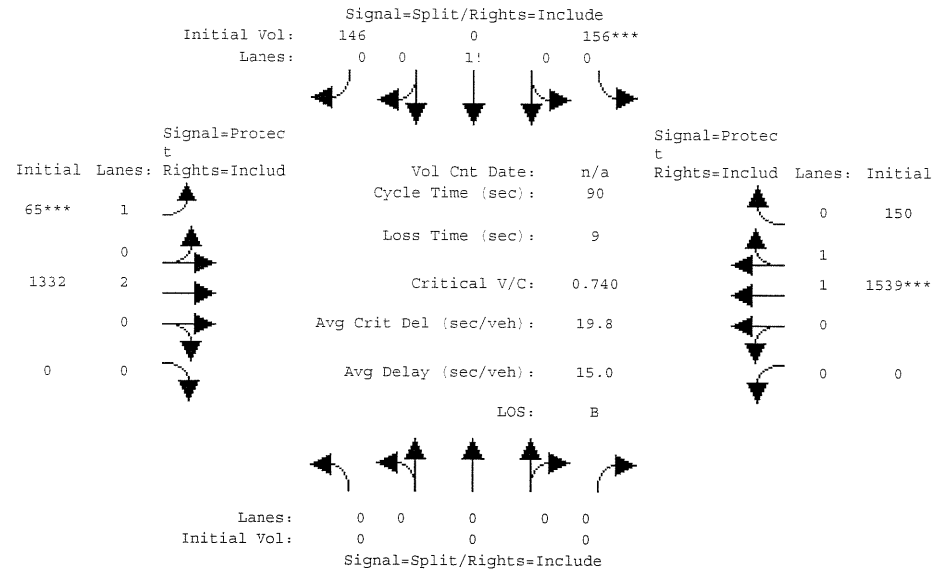


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	142	0	135	59	1261	0	0	1423	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	135	59	1261	0	0	1423	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	135	59	1261	0	0	1423	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	135	59	1261	0	0	1423	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	135	59	1261	0	0	1423	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	142	0	135	59	1261	0	0	1423	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	897	0	853	1750	3800	0	0	3341	359
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.33	0.00	0.00	0.43	0.43
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	7.0	61.0	0.0	0.0	54.0	54.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.43	0.49	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	38.3	0.0	38.3	41.8	7.2	0.0	0.0	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.3	0.0	38.3	41.8	7.2	0.0	0.0	13.7	13.7
HCM2kAvg:	0	0	0	9	0	9	2	9	0	0	16	16

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 PM No Project

Intersection #15: Alma-Central/San Antonio

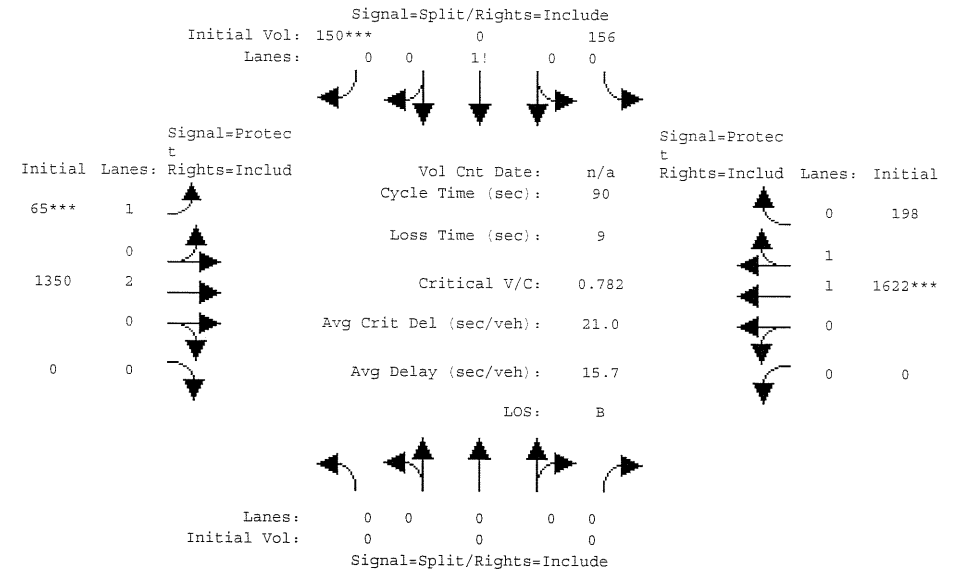


Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	156	0	146	65	1332	0	0	1539	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	146	65	1332	0	0	1539	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	146	65	1332	0	0	1539	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	146	65	1332	0	0	1539	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	146	65	1332	0	0	1539	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	156	0	146	65	1332	0	0	1539	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.52	0.00	0.48	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	904	0	846	1750	3800	0	0	3371	329
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.04	0.35	0.00	0.00	0.46	0.46
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	20.3	0.0	20.3	7.0	60.7	0.0	0.0	53.7	53.7
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.77	0.48	0.52	0.00	0.00	0.77	0.77
Delay/Veh:	0.0	0.0	0.0	41.3	0.0	41.3	42.4	7.5	0.0	0.0	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.3	0.0	41.3	42.4	7.5	0.0	0.0	15.1	15.1
HCM2kAvg:	0	0	0	10	0	10	2	9	0	0	19	18

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 PM Current Precise

Intersection #15: Alma-Central/San Antonio



Street Name:	San Antonio						Alma-Central					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Volume Module:												
Base Vol:	0	0	0	156	0	150	65	1350	0	0	1622	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	150	65	1350	0	0	1622	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	150	65	1350	0	0	1622	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	150	65	1350	0	0	1622	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	150	65	1350	0	0	1622	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	156	0	150	65	1350	0	0	1622	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	892	0	858	1750	3800	0	0	3297	402
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.04	0.36	0.00	0.00	0.49	0.49
Crit Moves:	****			****			****			****		
Green Time:	0.0	0.0	0.0	19.4	0.0	19.4	7.0	61.6	0.0	0.0	54.6	54.6
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.81	0.48	0.52	0.00	0.00	0.81	0.81
Delay/Veh:	0.0	0.0	0.0	46.0	0.0	46.0	42.4	7.1	0.0	0.0	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.0	0.0	46.0	42.4	7.1	0.0	0.0	16.0	16.0
HCM2kAvg:	0	0	0	10	0	10	2	9	0	0	21	21

100 Mayfield EIR

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 PM Toll Bros Proj

Intersection #15: Alma-Central/San Antonio

Signal=Split/Rights=Include

Initial Vol: 148

0

156***

Lanes: 0

0

1

0

0

Signal=Protect

Initial Lanes: Rights=Include

65***

0

1383

0

0

Signal=Protect

Rights=Include

0

1

1

0

0

Initial Lanes: Initial

0

1

1563***

0

0

Vol Cnt Date: n/a

Cycle Time (sec): 90

Loss Time (sec): 9

Critical V/C: 0.754

Avg Crit Del (sec/veh): 20.2

Avg Delay (sec/veh): 15.2

LOS: B

Lanes: 0

0

0

0

0

Initial Vol: 0

0

0

0

0

Signal=Split/Rights=Include

Street Name: San Antonio

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
-------------	---	---	---	----	---	----	---	----	---	---	----	----

Volume Module:

Base Vol:	0	0	0	156	0	148	65	1383	0	0	1563	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	156	0	148	65	1383	0	0	1563	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	156	0	148	65	1383	0	0	1563	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	156	0	148	65	1383	0	0	1563	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	156	0	148	65	1383	0	0	1563	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	156	0	148	65	1383	0	0	1563	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.00	0.00	0.00	0.51	0.00	0.49	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	898	0	852	1750	3800	0	0	3341	359

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.04	0.36	0.00	0.00	0.47	0.47
Crit Moves:	****						****				****	
Green Time:	0.0	0.0	0.0	20.0	0.0	20.0	7.0	61.0	0.0	0.0	54.0	54.0
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.48	0.54	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	42.7	0.0	42.7	42.4	7.6	0.0	0.0	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.7	0.0	42.7	42.4	7.6	0.0	0.0	15.4	15.4
HCM2kAvg:	0	0	0	10	0	10	2	10	0	0	20	19

APPENDIX B

Station Access Study



MEMORANDUM

TO: Lynnie Melena, City of Mountain View
Dennis Belluomini, City of Mountain View

FROM: Robert H. Eckols, P.E., Fehr & Peers
Frank Aochi, Fehr & Peers
Dale Russell, Nolte Associates

DATE: February 20, 2006

SUBJECT: San Antonio Station Access Study

SJ05-777

This memorandum summarizes the finding and conclusions of the San Antonio Station Access Study. The purpose of the access study was to investigate feasible options for improving pedestrian and bicycle access to the San Antonio Caltrain Station located between Showers Drive and Central Expressway at the San Antonio Road overcrossing in Mountain View, California. The access study was conducted by Fehr & Peers and Nolte Associates.

Background

Central Expressway and the Caltrain Railroad tracks form a barrier to north-south auto, pedestrian and bicycle circulation throughout the City of Mountain View. These two closely spaced, parallel regional transportation facilities present a particular challenge to pedestrians and bicyclists. Based on earlier studies, the Mountain View City Council identified four corridors where pedestrian and bicyclists would be directed to cross these regional transportation facilities. One of these corridors was located at the San Antonio Caltrain Station where there is an existing pedestrian undercrossing of the Caltrain railroad tracks. Pedestrians and bicyclists can cross Central Expressway at this location using the signalized intersection at Mayfield Avenue. There is also a signalized crossing of Showers Drive at Pacchetti Way adjacent to the station.

This location was identified in earlier studies as a key pedestrian/bicycle corridor in part due to the existing facilities that provide access to the San Antonio Caltrain Station. This location also provides an important pedestrian/bicycle link between residential and commercial areas located on both sides of the barrier formed by Central Expressway and the Caltrain tracks. Residents from the Monte Loma neighborhood use the existing pedestrian facilities to access the commercial areas in and around the San Antonio Shopping Center. In addition, pedestrians and bicyclists from the neighborhoods located in southern Palo Alto also use this location to cross the Caltrain tracks using the facilities located at the intersection of San Antonio Road/Alma Street to cross Alma Street (the extension of Central Expressway).

Existing Conditions

Figure 1 shows the existing area surrounding the San Antonio Caltrain Station. There is an existing pedestrian undercrossing of the JPB/Caltrain tracks located at the east end of the San Antonio station. The undercrossing can be accessed via ramps from the station platforms or by stairs from Central Expressway or Showers Drive. The station ramps link to

the sidewalks on Central Expressway and Showers Drive. The existing station consists of two platforms (one for northbound trains and one for southbound trains) located on the outside of two sets of tracks.

There are two pedestrian access points to the Caltrain station from Central Expressway that are located on the north and south ends of the platforms. Connecting to the east end of the platform there is an existing pedestrian crosswalk located on the west approach of the Central Expressway/Mayfield Avenue intersection. This crosswalk is approximately 130 feet in length and crosses five traffic lanes on Central Expressway (two through lanes in each direction and one eastbound left turn lane) and the eastbound ramp that connects northbound San Antonio Road to eastbound Central Expressway. Near the western end of the station platform, pedestrians can cross Central Expressway (Alma Street) at San Antonio Road, which is located within the City of Palo Alto.

AM and PM peak period Pedestrian and bicycle counts were conducted at the Mayfield Avenue/Central Expressway intersection in September 2005. The AM peak periods counts were conducted between the hours of 5:00 AM and 9:00 AM and the PM peak period counts were conducted between the hours of 4:00 PM and 7:00 PM.

During the AM peak period (4-hours), 60 pedestrians crossed Central Expressway. Forty-nine (49) were southbound toward the train station and 11 were northbound toward the Monte Loma neighborhood. In addition to the pedestrian activity, 23 bicyclists crossed Central Expressway during the morning peak period. During the AM peak hour approximately 50 percent of the pedestrian/bicycle traffic crossing Central Expressway was accessing the Caltrain Station. However, over the four-hour peak period Caltrain users represent 30 to 40 percent of the pedestrians/bicycles. The remaining pedestrians/bicyclists used the underpass to cross the railroad tracks to access other locations.

During the PM peak period (3-hours), 60 pedestrians crossed Central Expressway. Thirty-five (35) were northbound from the station area toward the Monte Loma neighborhood and 25 were southbound. In addition to these pedestrians, a total of 31 bicyclist crossed Central Expressway during this period. During the PM peak hour, approximately 20 percent of the pedestrian/bicycle traffic was from the Caltrain Station.

These existing traffic counts also indicate that the pedestrian facilities serve two purposes: one is station access and the other is to facilitate area wide pedestrian and bicycle circulation.

Future Pedestrian/Bicycle Demand

The City of Mountain View is currently considering modification of the zoning of the vacant office building site located at 100 Mayfield Avenue. The re-zoning of this site would allow residential uses. There is a proposal to construct approximately 580 residential units on the 27 acre site (20 acres in Mountain View and 4.2 acres in Palo Alto). These new residential units would be within easy walking distance of the San Antonio Caltrain Station and the new residents may use the existing undercrossing of the railroad tracks to access shopping areas.

If this redevelopment is approved, there will be an increase in the demand for pedestrian and bicycle access across Central Expressway and the Caltrain Tracks. In addition, improvements on the site would enhance pedestrian and bicycle access for other area residents through the site. Therefore, there could be increased demand from both new and existing residents living on the north side of Central Expressway. Based on conservative assumptions on transit usage and pedestrian/bicycle activity, the peak period demand could easily double with the introduction of the residential uses. There would also be additional mid-day and weekend traffic using this crossing to access locations such as San Antonio Shopping Center.

Planning and Design Assumptions

Four planning documents were reviewed for this study. These planning documents outlined a number of planning objectives and design standards for pedestrian and bicycle access. The documents considered in this study were:

- The City of Mountain View's General Plan – Circulation Chapter
- Mountain View Bicycle Transportation Plan
- Santa Clara County Expressway Study Implementation Plan
- Santa Clara County Bicycle Accommodation Guidelines

The feasibility study considered grade separated and at-grade options for improving access to the San Antonio Caltrain Station and for area-wide pedestrian and bicycle circulation. Three basic designs were considered in the analysis: an overcrossing, an under pass, and an improved at-grade crossing. Several key design assumptions were considered when developing the crossing alternatives. The following paragraphs briefly describe the key assumptions:

Roadway Minimum Vertical Clearance: The minimum vertical clearance for an overcrossing of a state facility is 16.5 feet. The Caltrans Highway Design Manual (HDM) stipulates that for pedestrian overcrossing, an additional 2 feet of clearance is required. Therefore, a vertical clearance of 18.5 feet was assumed for the overcrossing of the roadway.

Railroad Minimum Vertical Clearance: The minimum vertical clearance over the railroad tracks is 27 feet. This clearance is required by the Peninsula Corridor Joint Powers Board (JPB) to allow for the potential future electrification of the Caltrain commuter rail system.

Railroad Horizontal Considerations (2-tracks versus 4-tracks): Currently, JPB has two sets of tracks passing through the San Antonio Station with outside passenger platforms. However in the future, JPB plans to have up to four sets of tracks throughout the peninsula corridor. Therefore, an overcrossing of the Caltrain tracks would need to allow for the future track expansion. With the future track expansion, the passenger platforms would need to be relocated. It has not been determined whether there would be two outside platforms or a single platform located in the center of the tracks. Regardless of the platform configuration under a 4-tracks configuration, there would be no available space within the Caltrain right of way for structural elements of an overcrossing.

Pedestrian Crossing Minimum Width: For either an overcrossing or undercrossing a minimum width of 10 feet was assumed for shared pedestrian and bicycle use. This width meets the current state of the art for Class I facilities.

Pedestrian Undercrossing Height: Minimum height for a pedestrian undercrossing was assumed to be 8 feet.

Ramp Maximum Slopes: The ramps for both the overcrossing and undercrossings were assumed to be at a maximum 5-percent slope. This maximum slope meets the Americans with Disabilities Act (ADA) criteria without the need for intermittent level sections at 30 foot intervals.

Lane Widths: The at-grade options would be within existing right of way shared by Santa Clara County and the City of Mountain View. Therefore, the at-grade solutions considered the design standards used by both jurisdictions.

Pedestrian Overcrossing (POC) Design Alternative

Figure 2 shows five conceptual alignments for a pedestrian overcrossing of Central Expressway or both Central Expressway and the Caltrain tracks. The crossing location in all five alternatives is shown over the west approach of the Central Expressway/Mayfield Avenue intersection. This location avoids having the structure cross over the ramp extending down from the San Antonio Road grade separation over Central Expressway. Crossing the ramp could introduce additional vertical clearance problems.

In Figure 2, Alternatives 1 and 2 show designs that would cross both Central Expressway and the Caltrain tracks with ramps located on the north side of Central Expressway and north side of Showers Drive. Alternatives 3 and 5 show designs that cross only Central Expressway with ramps on both the north and south sides of Central Expressway. Alternative 4 shows a design that takes the structure over Central Expressway, the Caltrain tracks, and Showers Drive with ramps on the north side of Central Expressway and south side of Showers Drive. A structure crossing both Central Expressway and the Caltrain tracks would be approximately 240 feet in length. A structure crossing Central Expressway, the Caltrain tracks and Showers Avenue would be approximately 335 feet in length.

Assuming a maximum 5-percent slope for ADA, the ramps for the overcrossing alternatives would have to be 720 feet in length in order to reach the railroad minimum vertical clearance of 27 feet. For alternatives that only cross Central Expressway the ramps would be approximately 500 feet in length. As shown in Figure 2, the ramp foot print will likely be in excess of 200 feet in length depending on how many switch backs (three to four) are provided on the ramp.

The combined length of the two ramps adds over ¼ mile (1,440 feet) to the travel distance for pedestrians and bicyclists when crossing the both Central Expressway and the railroad tracks. Due to the extra distance and travel time, pedestrians and bicyclists may elect to jaywalk on Central Expressway and use the pedestrian entrance located at the west end of the station. This entrance is used by pedestrians that cross at the intersection of Alma Street and San Antonio Road.

The pedestrian overcrossing alternatives present a significant challenge in terms of direct pedestrian access to the San Antonio Caltrain Station. Unless multiple connecting ramps are provided in the station area, Caltrain commuters must still use the pedestrian underpass to access the two platform areas. In addition, the overcrossing alternative will require the highest level of coordination with the JPB/Caltrain in terms of the future planning for the station area in order to identify the locations of connecting ramps and structural elements.

The estimated construction cost for a pedestrian overcrossing is between \$5.5 to 6.4 million depending on the structure length. This cost includes drainage and utility relocation. Construction of an overcrossing of the railroad tracks will involve work within the JPB/Caltrain right of way which adds flagging costs to the overall construction costs. The cost of this project was based on similar projects that have been developed for the City of Mountain View including the proposed Permanente Creek/US 101 POC. The criteria used for costing the project were based on current unit prices for bridges with the same characteristics.

Advantages:

- Separates pedestrians from autos and trains
- Personal safety – open design allows for better visibility on structure and ramps

Disadvantages:

- Difficult to locate landing on south side along Showers Drive
- Difficult to make direct connections to the station platforms
- Substantial work within railroad right of way
- Requires substantial coordination and planning with JPB/Caltrain for future 4-tracking and station design
- Longer crossing distance and travel time for pedestrians and bicyclists (increase of over ¼ mile)
- Potential “line of sight” problems related to overcrossing height and existing residential units at the Crossing
- Potential visual impact to the proposed residential development north of Central Expressway (structure would block focal point of site)
- Traffic signals may need to be relocated or replaced.
- High construction costs

Pedestrian Undercrossing (Tunnel) Design Alternative

Figure 3 shows a conceptual alignment for a pedestrian undercrossing (tunnel) of Central Expressway. The tunnel would extend 165 feet from the northwest corner of the Mayfield Avenue/Central Expressway intersection to connect with the existing pedestrian undercrossing of the Caltrain tracks at the San Antonio Caltrain Station. Therefore, the alignment of the tunnel would be slightly skewed compared to the existing crosswalk.

Assuming a maximum of a 5-percent slope for ADA, the ramps on the north side of Central Expressway will be 200 feet in length to reach depth of approximately of 8 feet below the roadway grade. Figure 3 shows a single switch back in the ramp. Therefore, only 200 feet is added to the pedestrian’s trip under this alternative.

The undercrossing will likely be constructed as an open-cut, cast in-place tunnel. The inside dimensions would be at least 10 feet wide to accommodate pedestrians and bicyclist and a minimum of 8 feet high. However, experience with similar tunnel designs has shown that for long tunnels a wider tunnel is preferable and lighting is a critical design element. Due to the skew of the tunnel it will run under the intersection; therefore, natural light wells cannot be created and the design will have to rely on artificial lighting.

The estimated construction cost for a pedestrian undercrossing is between \$1.5 to 2.0 million depending on the level of utility relocation/protection. To construct the tunnel, traffic on Central Expressway would be shifted in stages. Typically, this type of construction can be completed in three primary stages. Work can be performed using the median and sidewalk area for work zone staging and traffic management.

Advantages:

- Separates pedestrians from autos and trains
- Minimizes the increase in travel distance (~ 200 feet)
- Connects to and utilizes the existing undercrossing of the railroad tracks (reduces overall cost)
- Minimizes the work performed in the railroad right of way

Disadvantages:

- Personal safety – perceived safety risk due to enclosed space, additional lighting can help mitigate this perception
- Major utility relocation – fiber optic cable in Central Expressway median which will need to be considered in the design phase to minimize cost
- New retaining wall required on south side of Central Expressway
- Traffic signals may need to be relocated or replaced
- Potential issues related to the future 4-track and platform relocation – requires substantial coordination with JPB
- Moderate construction costs

At-Grade Crossing Improvements

In addition to considering grade separated alternatives such as over and undercrossings, the feasibility study looked at options for improving the existing at-grade crosswalk at the signalized intersection of Mayfield Avenue and Central Expressway. Figure 4 shows the existing configuration of the crosswalk at the intersection of Mayfield Avenue and Central Expressway. The existing crosswalk is 130 feet in length with pedestrian signals and push buttons to activate the pedestrian phase.

Based on field observations, many pedestrians use the crosswalk properly; however, some pedestrians walk against the red signal at this location. On a Friday morning when the design team was at the intersection around 8:00 AM, approximately half of the 10-12 pedestrians crossing Central Expressway either failed to push the button or pushed the button and crossed prior to the beginning of the pedestrian phase. These pedestrians waited for gaps in the traffic on Central Expressway, crossed to the median, waited for another gap and

completed their crossing. This behavior appears to be primarily related to impatience on the part of these pedestrians.

While this illegal activity was observed in the field, the City of Mountain View's accident records show that there have been only two accidents at this location in the past three years (2003 to 2005) and neither involved pedestrians. The last reported pedestrian accident was reported in 2000 when one pedestrian accident was reported.

Figure 5 shows proposed modifications to reconfigure the travel way on Central Expressway. The major features of the improvements are:

- Narrow the center median
- Shift westbound lanes approximately 20-feet to the south
- Add right-turn lane from Central Expressway to Mayfield
- Add a bicycle lane to the westbound lanes at the intersection approach/departure
- Improve delineation of eastbound bicycle lanes as it approaches the intersection
- Realign Central Expressway crosswalk to be perpendicular to travel lanes
- Eliminate deceleration lane between Mayfield Avenue and off-ramp to San Antonio Road
- Modify bicycle lane at off-ramp to San Antonio Road to conform with County standards

These modifications would reduce the crosswalk length at the intersection. Reducing the crosswalk length reduces the amount of time that a pedestrian is exposed to traffic on Central Expressway. In addition, a shorter crosswalk reduces the amount of time required for the pedestrian clearance interval which improves the efficiency of the traffic signal operation. Finally, reconfiguring the travel lanes will direct driver attention to the approaching intersection and act as a traffic calming element. There would be no reduction in the capacity of the intersection with these improvements.

The proposed roadway modifications would improve the westbound lane configuration on Central Expressway between Mayfield Avenue and the northbound off-ramp to San Antonio Road. The existing configuration includes what appear to be an unmarked bicycle lane and a deceleration lane for the off-ramp. This current lane configuration does not conform to either the State of California or Santa Clara County design standards. In addition, the "deceleration" lane is currently not being used by vehicles exiting to San Antonio Road.

In addition to these physical roadway improvements, there may be an opportunity to modify the signal timing to better serve pedestrians at this intersection. This intersection is controlled by Santa Clara County and is the western most intersection in the Central Expressway signal system. While it is part of the larger signal system, it is currently operating independent of the system. There may be ways to shorten the cycle length at this location to allow for a quick response to pedestrians. Based on field observations, a quicker response could potentially reduce the number of pedestrians walking against the red light at this location.

The estimated construction cost to make the physical modifications at the Mayfield Avenue and Central Expressway intersection is between \$300,000 and \$400,000.

Advantages:

- Reduces the length of the pedestrian crosswalk
- Improves the traffic signal operation by reducing the pedestrian clearance interval
- No additional travel length for pedestrians/bicyclists
- Improves the lane configuration on westbound Central Expressway between Mayfield Avenue and the northbound San Antonio Road off-ramp
- Provides additional width between proposed residential development and travel lanes which could be used for landscaping
- Conforms with recent planning documents including - County Expressway Plan, County Expressway Bicycle Accommodation Guidelines, and the VTA's Best Practices Guide for Community Design & Transportation
- Minimal construction impacts in terms of traffic, noise, and vibration
- Low cost

Disadvantages:

- Does not separate pedestrians/bicyclists from automobile traffic
- Some existing trees in the median will have to be removed or relocated

Findings and Conclusion

Table 1 presents an evaluation matrix of the three alternatives. The matrix summarizes key considerations for each of the alternatives. Based on these key design and construction considerations along with the projected peak period pedestrian/bicycle demand, the at-grade crossing would be the most cost effective solution. The proposed at-grade improvements would meet several objectives outlined in the City's General Plan, the City's Bicycle Transportation Plan, the County's Expressway Study, and the County's Bicycle Accommodation Guidelines in terms of pedestrian and bicycle safety. In addition, at-grade improvements would maintain the most flexibility in terms of any future modifications made to the Caltrain station.

Table 1			
Evaluation Matrix			
Feature/Element	Overcrossing	Undercrossing	At-Grade Crossing
Design/End Users Factors			
Structure Length/Crossing Length	240 ft ¹	165 ft ²	90 ft ²
Ramp Length - Walking Distance	1,440 ft	200 ft ³	–
Vertical Elevation Change	+27 ft	-8 ft	0
Use of Existing Pedestrian Under Pass	Yes	Yes	Yes
Utility Impacts			
Overhead PG&E	Yes	No	No
Fiber Optics (protection or relocation)	Moderate	High	Low/None
Signal Modifications/Relocations	Yes	Limited	Yes
4-Tracks and/or Station Improvements			
Coordination	High	Moderate	Low/None
Physical Connection (Complexity)	Difficult	Feasible	No Change
Construction			
Traffic, noise, vibration impacts	High	High	Moderate/Low
Work within/over JPB/Caltrain ROW	Yes	Limited	No
Cost	\$5.5 - 6.4 M	\$1.5 - 2.0 M	\$300 K
<p>1 – Distance to cross both Central Expressway and the Caltrain tracks. 2 – Distance to cross Central Expressway only. These options utilize the existing under pass of the Caltrain tracks. 3 – Ramp needed on the north side of Central only. New under pass would connect to existing under pass of the Caltrain tracks.</p>			

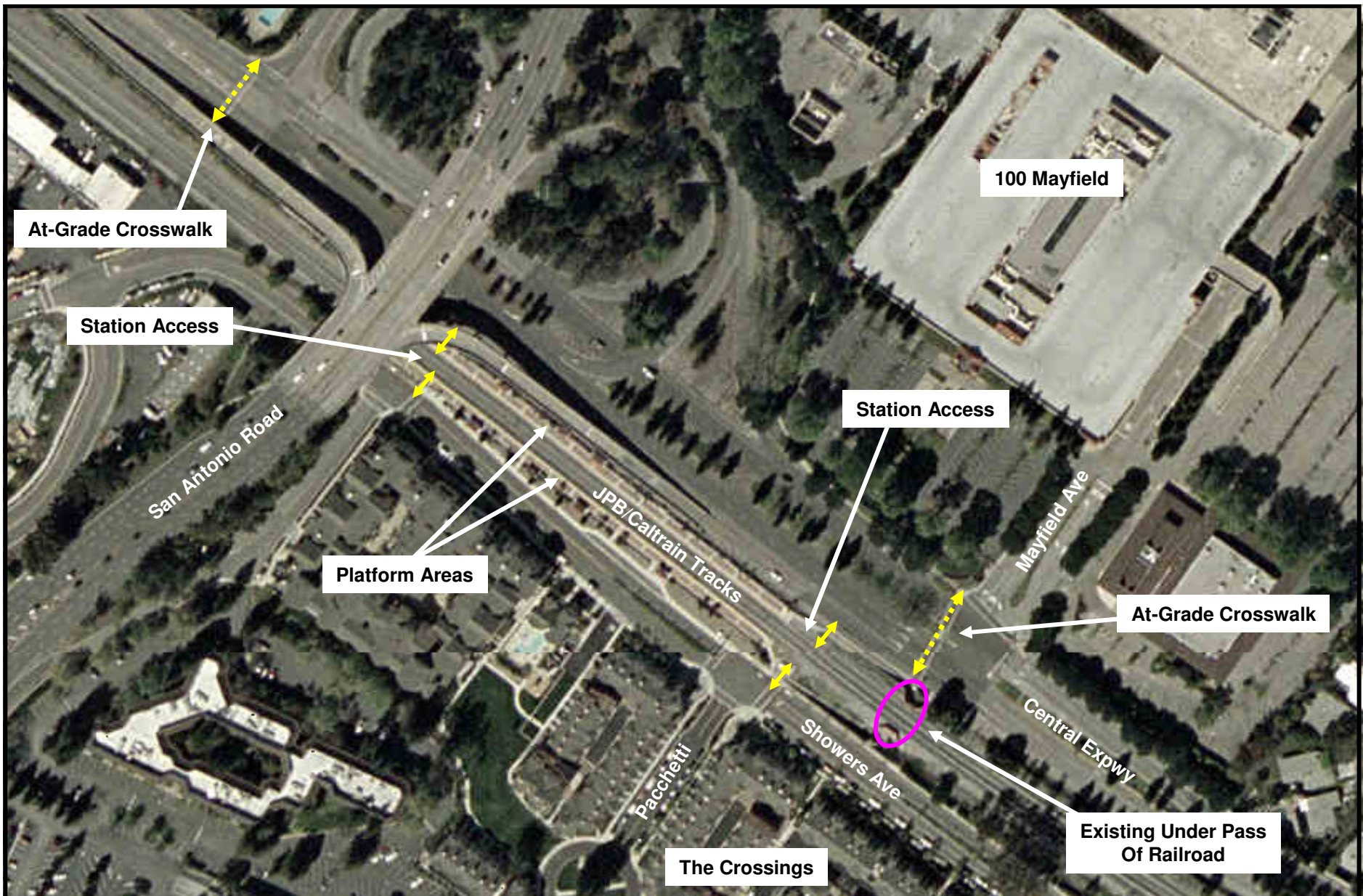
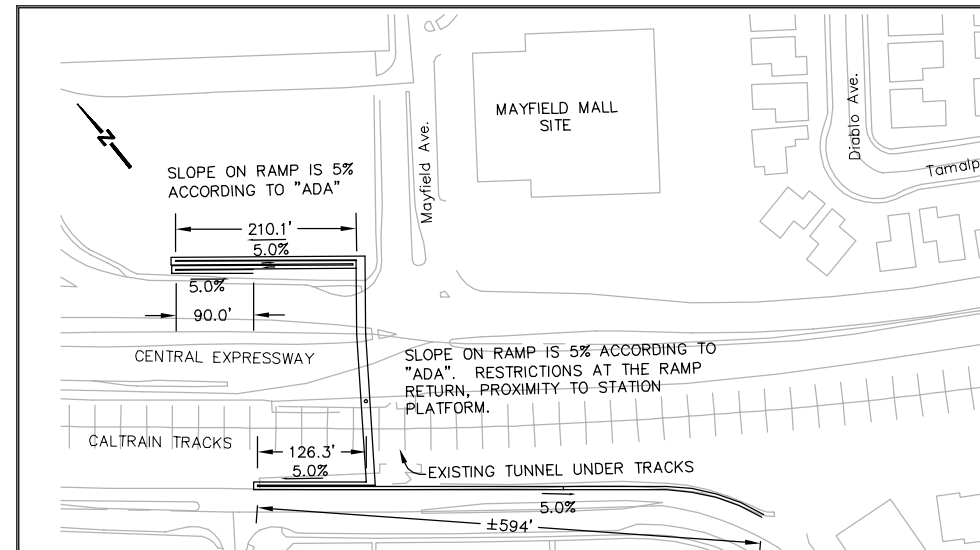


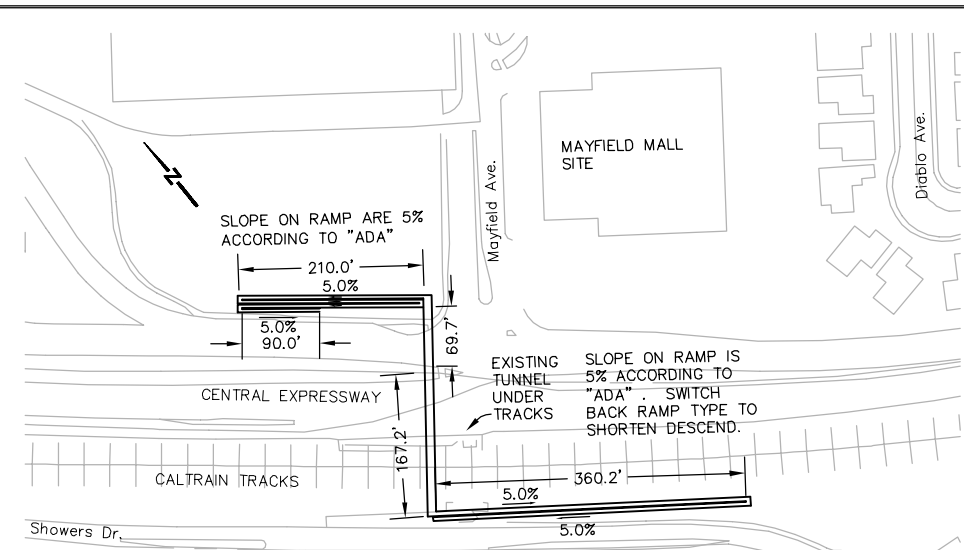
Figure 1 San Antonio Caltrain Station Study Area

SJ05-777

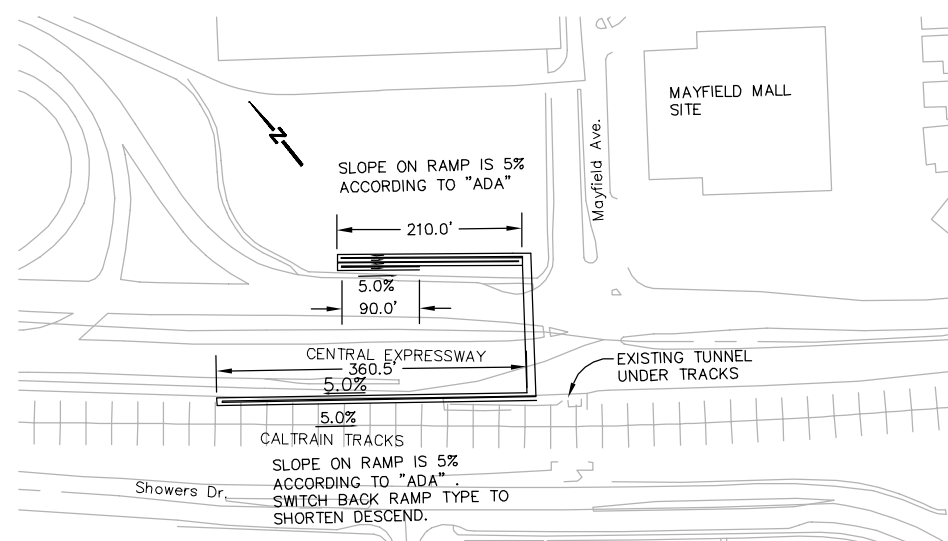




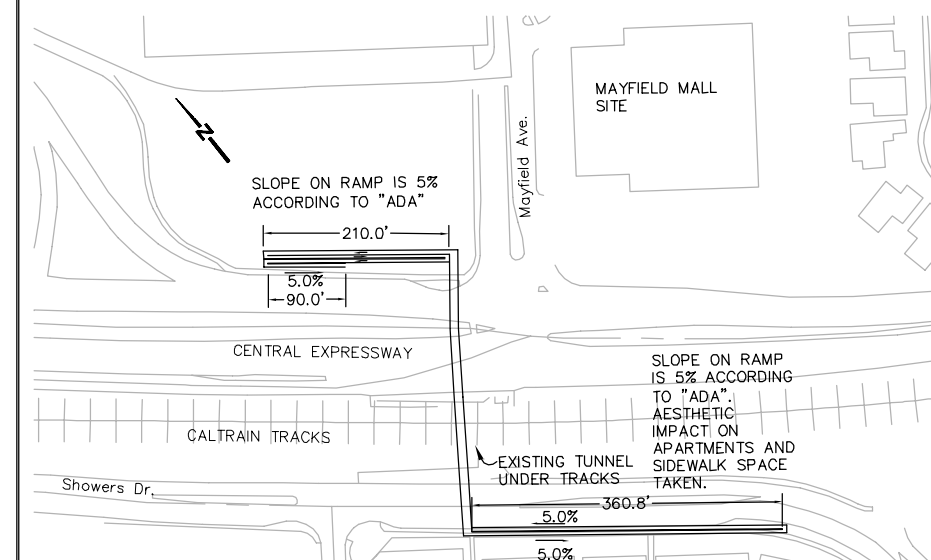
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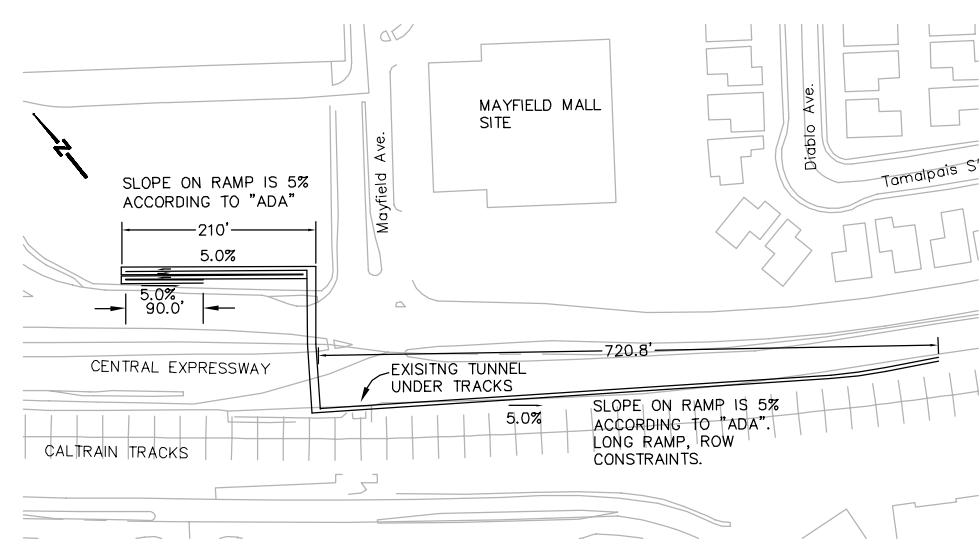
ALTERNATIVE No 2



ALTERNATIVE No 3



ALTERNATIVE No 4



ALTERNATIVE No 5

PROS

- 1- ACCESSIBILITY TO MAYFIELD AVE FROM SHOWERS DR.
- 2- PEDESTRAIN SAFETY INCREASED BY CONSTRUCTING THE OVERPASS SEPARATING FROM CENTRAL EXPRESSWAY VEHICLE CONFLICTS

CONS

- 1- POSSIBLE UPRR RIGHT OF WAY CONFLICT.
- 2-POSSIBLE NOISE AND VIBRATION DISTURBANCE TO NEARBY RESIDENTS DURING CONSTRUCTION
- 3- LONG CROSSING TIME (LARGE PEDESTRIAN FACILITY).
- 4- HIGH CONSTRUCTION COST.
- 5- CONSTRUCTION OF THE BRIDGE COULD HAVE SOME IMPACT ON THE PEDESTRIANS USING THE EXISTING TUNNEL.
- 6- TRAFFIC SIGNAL NEEDS TO BE RELOCATED/REPLACED.

DATE: 11/08/05 TIME: 2:51 p.m.	NO.	BY	DATE	REVISIONS:
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PATH: N:\SJB018800\cadd\chil\				
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PLOTTING VIEW:				
DESIGNER: RM PROJ. MGR: DER				

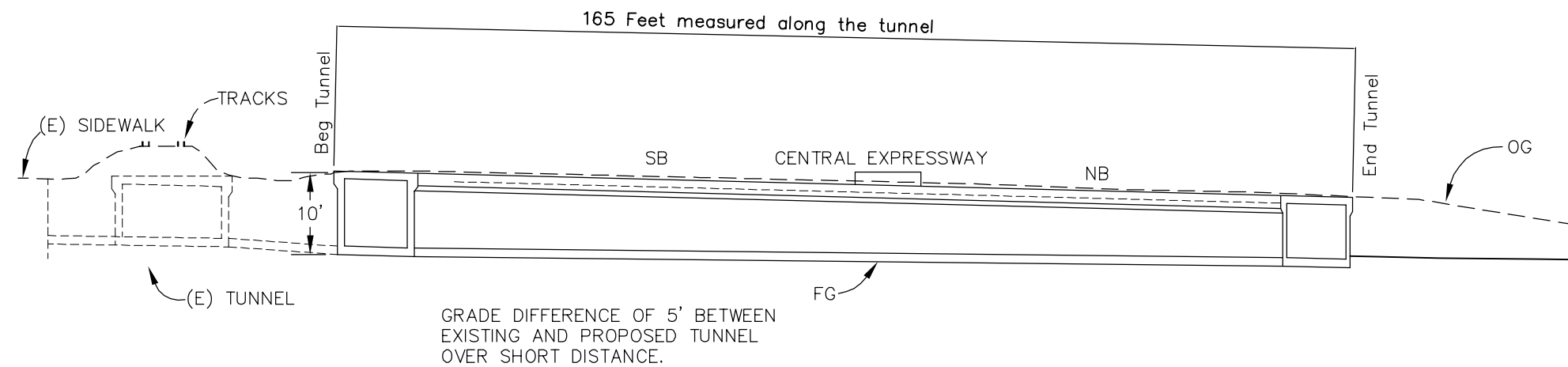
CAUTION: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

NOLTE
BEYOND ENGINEERING

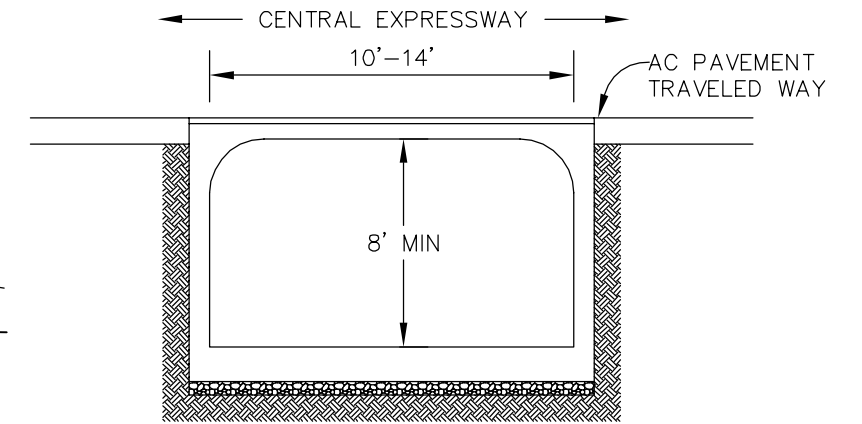
1731 NORTH FIRST STREET, SUITE A
408.382.7200 TEL. 408.382.0101 FAX

SAN JOSE, CA. 95122
WWW.NOLTE.COM

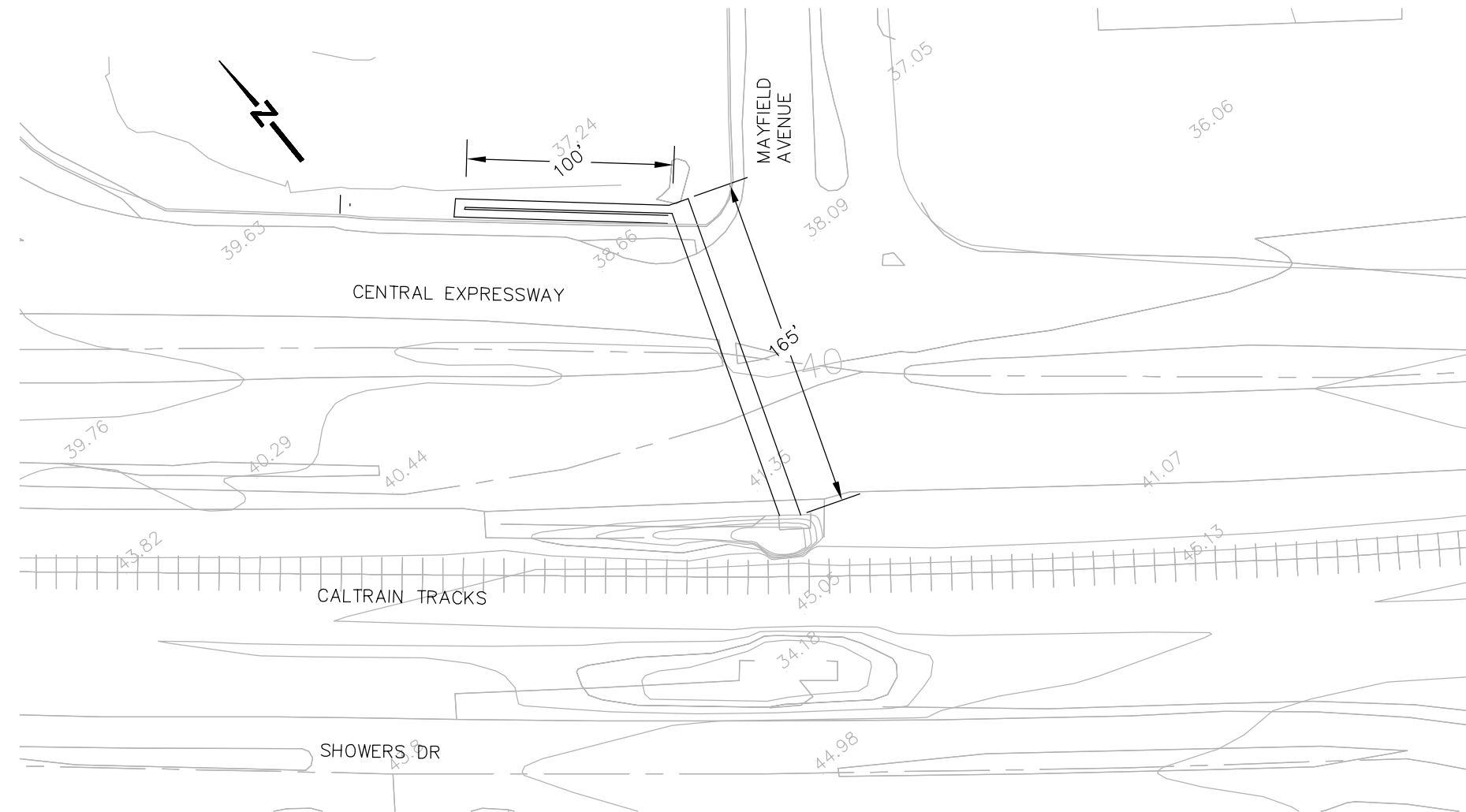
SAN ANTONIO STATION ACCESS STUDY OVERCROSSING CONSIDERATIONS FIGURE 2	SHEET NUMBER
	OF SHEETS
	SCALE VERTICAL: 1"=10' HORIZONTAL: 1"=200'
PREPARED FOR:	JOB NUMBER SJB018800
DATE SUBMITTED:	



ELEVATION



SECTION



PLAN

DESIGN ISSUES

- 1- CONSTRUCTION OF TUNNEL WOULD IMPACT CENTRAL EXPRESSWAY TRAFFIC
- 2- CONSTRUCTION OF THE TUNNEL ENTRANCE PORTALS COULD HAVE SOME IMPACT ON THE PEDESTRIANS USING THE EXISTING TUNNEL.
- 3- PROPOSED TUNNEL ELEVATION WOULD HAVE A LOWER ELEVATION THAN THE EXISTING TUNNEL, AS TRACKS ARE HIGHER THAN CENTRAL EXPRESSWAY.
- 4- CENTRAL EXPWY RETAINING WALLS NEED TO BE REDESIGNED
- 5- MAJOR UTILITY RELOCATION.
- 6- LONG DISTANCE TUNNEL, THEREFORE, NATURAL LIGHT CAN NOT BE PROVIDED. ELECTRICAL LIGHTING HAS TO BE PROVIDED THROUGHOUT THE ENTIRE TUNNEL LENGTH, USER SAFETY CONCERNS.
- 7- POSSIBLE NOISE AND VIBRATION DISTURBANCE TO NEARBY RESIDENTS DURING CONSTRUCTION.
- 8- COMPATIBILITY WITH JPB, 3 OR 4 TRACKING WOULD BE AN ISSUE, ALONG WITH RELOCATION OF STATION PLATFORM.

DATE: 02/21/06 TIME: 9:28 a.m. SERVER: SJSO SERVICE: PATH: N:\p018800\Cadd\CHM\ DRAWING NAME: SAN ANTONIO UNDERPASS.DWG PLOTTING VIEW: DESIGNER: RM PROJ. MGR: DER		NO. BY DATE REVISIONS:	NOLTE BEYOND ENGINEERING 1731 NORTH FIRST STREET, SUITE A, SAN JOSE, CA. 95122 408.382.7200 TEL. 408.382.0101 FAX WWW.NOLTE.COM	SAN ANTONIO STATION ACCESS STUDY CENTRAL EXPRESSWAY UNDERCROSSING FIGURE 3	SHEET NUMBER OF SHEETS SCALE VERTICAL: 1"=10' HORIZONTAL: 1"=200' JOB NUMBER SJB018800
CAUTION: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.			PREPARED FOR:	DATE SUBMITTED:	

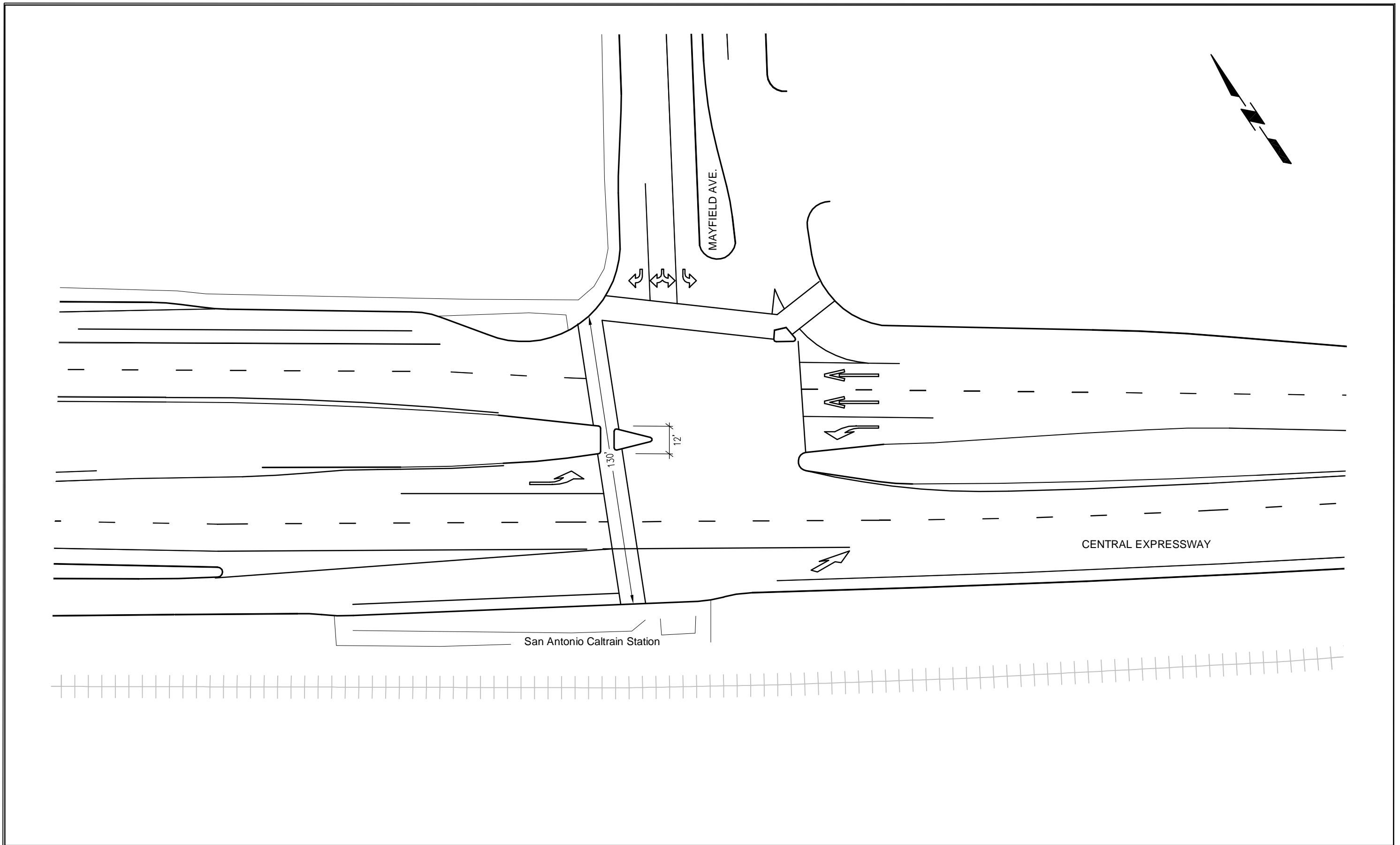


Figure 4 | SAN ANTONIO CALTRAIN STATION
Central Expressway Crosswalk - Existing

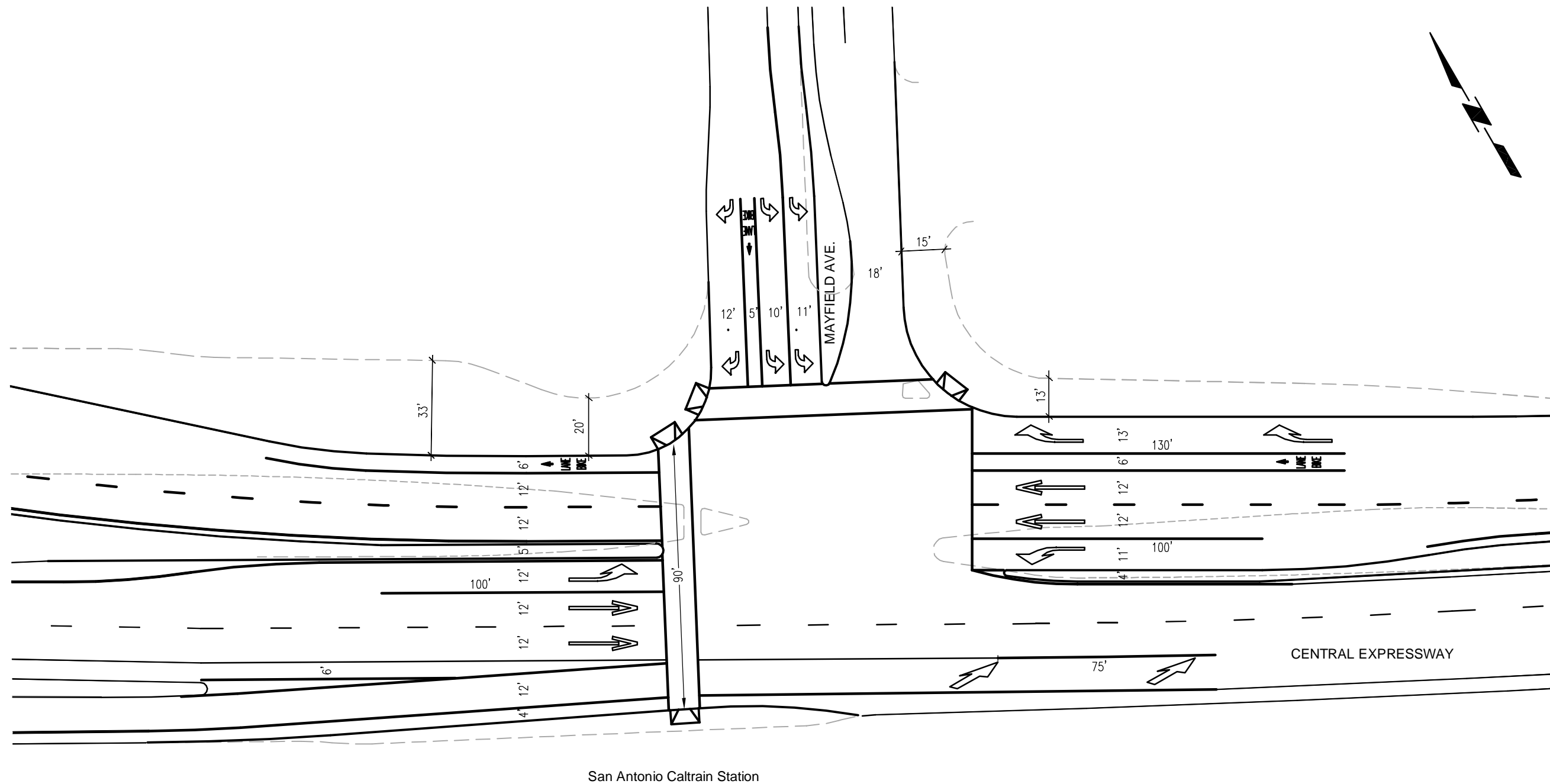


Figure 5

SAN ANTONIO CALTRAIN STATION
Central Expressway Crosswalk - Bulb Outs & Median Modification

SJ05-777

March 6, 2006

Not to Scale



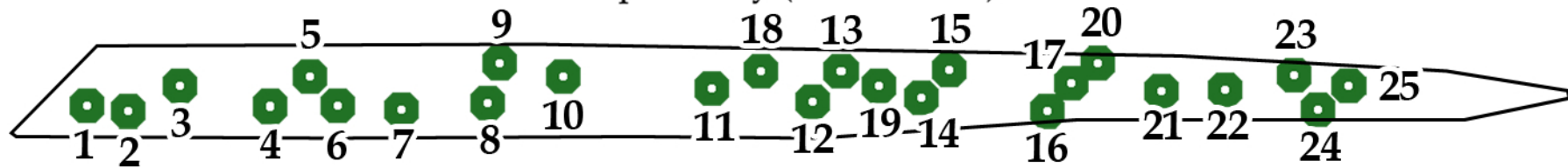
APPENDIX C

Trees within Central Expressway Median

Mayfield Site

Mayfield Avenue

Central Expressway (northbound)



Central Expressway (southbound)

Caltrain Station

HP Mayfield Mall - Median Trees

Based on field survey by M. Bench on 4-20-06



APPENDIX D

Mountain View and Palo Alto Noise Ordinances

CHAPTER 21 MISCELLANEOUS OFFENSES AND SMOKING REGULATIONS

ARTICLE I OFFENSES-MISCELLANEOUS

SEC. 21.26. Stationary equipment noise.

- a. No person shall own or operate on any property any stationary equipment, such as, but not limited to, air compressors, equipment for swimming pools, spas, or air conditioners, which produces a sound level exceeding 55 dB(A) (50 dB(A) during the night, 10 p.m. to 7 a.m.) when measured at any location on any receiving residentially used property, said measurement to utilize a sound level meter equal to or better than an ANSI Standard S 1.4-1971 Type 2 noise level meter.
- b. Any plans submitted for building, plumbing, electrical or mechanical/heating permit for any stationary equipment shall be accompanied by documentation of the equipment noise level when available and by noise mitigating devices or buffers appropriate to achieve the above noise limit. Initial granting of a permit for such equipment shall not affect the obligation of each person owning or operating such equipment for continued compliance with these noise level requirements.
- c. Operation of any equipment, as specified in this section, above the 55 dB(A) limit (50 dB(A) nighttime), may occur only if the owner or operator has obtained a conditional use permit. A permit to operate equipment which exceeds the limit may be granted by the zoning administrator only if it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of residents subjected to such noise. The manner of obtaining said permit and the rules governing its issuance and revocation shall be as specified in Mountain View City Code Sec. 36.43 and following, all relating to the issuance of conditional use permits. (Ord. No. 11.81, 8/31/81.)

SEC. 21.27. Repealed by Ord. No. 6.97, 4/29/97.

CHAPTER 8 BUILDINGS

ARTICLE I BUILDING CODE

SEC. 8.23. Construction noise.

- a. **Hours of construction.** No construction activity shall commence prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays unless prior written approval is granted by the building official. The term “construction activity” shall include any physical activity on the construction site or in the staging area, including the delivery of materials. In approving modified hours, the building official may specifically designate and/or limit the activities permitted during the modified hours.
- b. **Modification.** At any time before commencement of or during construction activity, the building official may modify the permitted hours of construction upon twenty-four (24) hours written notice to the contractor, applicant, developer or owner. The building official can reduce the hours of construction activity below the 7:00 a.m. to 6:00 p.m. time frame or increase the allowable hours.

c. **Sign required.** If the hours of construction activity are modified then the general contractor, applicant, developer or owner shall erect a sign at a prominent location on the construction site to advise subcontractors and material suppliers of the working hours. The contractor, owner or applicant shall immediately produce upon request any written order or permit from the building official pursuant to this section upon the request of any member of the public, the police or city staff.

d. **Violation.** Violation of the allowed hours of construction activity, the building official's order, required signage or this section shall be a violation of this code. (Ord. No. 3.01, 3/27/01.)

Palo Alto Municipal Code

Chapter 9.10 NOISE*

Sections:

<u>9.10.010</u>	Declaration of policy.
<u>9.10.020</u>	Definitions.
<u>9.10.030</u>	Residential property noise limits.
<u>9.10.040</u>	Commercial and industrial property noise limits.
<u>9.10.050</u>	Public property noise limits.
<u>9.10.060</u>	Special provisions.
<u>9.10.070</u>	Exception permits.
<u>9.10.080</u>	Violations.

* Editor's Note: Prior ordinance history: Ordinances 2664, 3609, 3640, 3751, 3763, 3790, 3881, 4453.

9.10.010 Declaration of policy.

It is hereby declared to be the policy of the city that the peace, health, safety and welfare of the citizens of Palo Alto require protection from excessive, unnecessary and unreasonable noises from any and all sources in the community. It is the intention of the city council to control the adverse effect of such noise sources on the citizen under any condition of use, especially those conditions of use which have the most severe impact upon any person.

(Ord. 4634 § 2 (part), 2000)

9.10.020 Definitions.

For the purposes of this chapter, certain terms are defined as follows:

(a) "Sound level," expressed in decibels (dB), means a logarithmic indication of the ratio between the acoustic energy present at a given location and the lowest amount of acoustic energy audible to sensitive human ears and weighted by frequency to account for characteristics of human hearing, as given in the American National Standards Institute Standard S1.1, "Acoustic Terminology," paragraph 2.9, or successor reference. All references to dB in this chapter utilize the A-level weighting scale, abbreviated dBA, measured as set forth in this section.

(b) "Precision sound level meter" means a device for measuring sound level in decibel units within the performance specifications in the American National Standards Institute Standard S1.4, "Specification for Sound Level Meters."

(c) "Noise level" means the maximum continuous sound level or repetitive peak sound level, produced by a source or group of sources as measured with a precision sound level meter. In order to measure a noise level, the controls of the precision sound level meter should be arranged to the setting appropriate to the type of noise being measured.

(d) "Local ambient" means the lowest sound level repeating itself during a six-minute period as measured with a precision sound level meter, using slow response and "A" weighting. The minimum sound level shall be determined with the noise source at issue silent, and in the same location as the

measurement of the noise level of the source or sources at issue. However, for purposes of this chapter, in no case shall the local ambient be considered or determined to be less than: (1) Thirty dBA for interior noise in Section **9.10.030(b)**; (2) Forty dBA in all other sections. If a significant portion of the local ambient is produced by one or more individual identifiable sources which would otherwise be operating continuously during the six-minute measurement period and contributing significantly to the ambient sound level, determination of the local ambient shall be accomplished with these separate identifiable noise sources silent.

(e) "Vehicle" means any device by which any person or property may be propelled, moved, or drawn upon a highway or street.

(f) "Property plane" means a vertical plane including the property line which determines the property boundaries in space.

(g) "Emergencies" mean essential activities necessary to restore, preserve, protect or save lives or property from imminent danger of loss or harm.

(h) "Leaf blower" means any portable machine used to blow leaves, dirt and other debris off sidewalks, driveways, lawns or other surfaces.

(i) "Residential power equipment" means any mechanically powered saw, sander, drill, grinder, generator, lawnmower, hedge trimmer, edger, or any other similar tool or device (other than leaf blowers).

(j) "Residential zone" means all lands located within the following zoning districts: RE, R1, R2, RMD, RM-15, RM-30, and RM-40; "residential zone" also means any lands located within Planned Community (PC) zoning districts actually used for authorized residential purposes. Any zoning district other than those defined as residential zones are classified as non-residential zones for purposes of this chapter.

(k) "Holiday" means and includes New Year's Day (January 1), Martin Luther King Day (the third Monday in January), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Independence Day (July 4), Labor Day (the first Monday in September), Columbus Day (the second Monday in October), Veteran's Day (November 11), Thanksgiving Day (the fourth Thursday in November), and Christmas Day (December 25).

(Ord. **4634** § 2 (part), 2000)

9.10.030 Residential property noise limits.

(a) No person shall produce, suffer or allow to be produced by any machine, animal or device, or any combination of same, on residential property, a noise level more than six dB above the local ambient at any point outside of the property plane.

(b) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on multi-family residential property, a noise level more than six dB above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources may be located.

(Ord. **4634** § 2 (part), 2000)

9.10.040 Commercial and industrial property noise limits.

No person shall produce, suffer or allow to be produced by any machine or device, or any combination of same, on commercial or industrial property, a noise level more than eight dB above the local ambient at any point outside of the property plane.

(Ord. **4634** § 2 (part), 2000)

9.10.050 Public property noise limits.

(a) No person shall produce, suffer or allow to be produced by any machine or device, or any combination of same, on public property, a noise level more than fifteen dB above the local ambient at a distance of twenty-five feet or more, unless otherwise provided in this chapter.

(b) Sound performances and special events not exceeding eighty dBA measured at a distance of fifty feet are exempt from this chapter when approval therefor has been obtained from the appropriate governmental entity, except as provided in Section **22.04.180** of this code.

(c) Vehicle horns or other devices primarily intended to create a loud noise for warning purposes, shall not be used when the vehicle is at rest, or when a situation endangering life, health or property is not imminent.

(Ord. **4634** § 2 (part), 2000)

9.10.060 Special provisions.

The special exceptions listed in this section shall apply, notwithstanding the provisions of Sections **9.10.030** through **9.10.050**.

Said exceptions shall apply only to the extent and during the hours specified in each of the following enumerated exceptions.

(a) General Daytime Exception. Any noise source which does not produce a noise level exceeding seventy dBA at a distance of twenty-five feet under its most noisy condition of use shall be exempt from the provisions of Sections **9.10.030(a)**, **9.10.040** and **9.10.050(a)** between the hours of eight a.m. and eight p.m. Monday through Friday, nine a.m. and eight p.m. on Saturday, except Sundays and holidays, when the exemption herein shall apply between ten a.m. and six p.m.

(b) Construction. Except for construction on residential property as described in subsection (c) of this section, construction, alteration and repair activities which are authorized by valid city building permit shall be prohibited on Sundays and holidays and shall be prohibited except between the hours of eight a.m. and six p.m. Monday through Friday, nine a.m. and six p.m. on Saturday provided that the construction, demolition or repair activities during those hours meet the following standards:

(1) No individual piece of equipment shall produce a noise level exceeding one hundred ten dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made out-side the structure at a distance as close to twenty-five feet from the equipment as possible.

(2) The noise level at any point outside of the property plane of the project shall not exceed one hundred ten dBA.

(3) The holder of a valid construction permit for a construction project in a non-residential zone shall post a sign at all entrances to the construction site upon commencement of construction, for the purpose of informing all contractors and subcontractors, their employees, agents, materialmen and all other persons at the construction site, of the basic requirements of this chapter.

(A) Said sign(s) shall be posted at least five feet above ground level, and shall be of a white background, with black lettering, which lettering shall be a minimum of one and one-half inches in height.

(B) Said sign shall read as follows:

**CONSTRUCTION HOURS
FOR NON-RESIDENTIAL PROPERTY**

(Includes Any and All Deliveries)

MONDAY - FRIDAY.....8:00 a.m. to 6:00 p.m.

SATURDAY.....9:00 a.m. to 6:00 p.m.

SUNDAY/HOLIDAYS.....Construction prohibited.

**Violation of this Ordinance is a misdemeanor punishable
by a maximum of six months in jail, \$1,000 fine, or both.
Violators will be prosecuted. P.A.M.C. §9.10.060(b).**

(c) Construction on Residential Property. Construction, alteration, demolition or repair activities conducted in a residential zone, authorized by valid city building permit, shall be prohibited on Sundays and holidays and is prohibited on all other days except during the hours of eight a.m. and six p.m. Monday through Friday, nine a.m. and six p.m. on Saturday, provided that the construction, demolition or repair activities during those hours meet the following standards:

(1) No individual piece of equipment shall produce a noise level exceeding one hundred ten dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty-five feet from the equipment as possible.

(2) The noise level at any point outside of the property plane of the project shall not exceed one hundred ten dBA.

(3) The holder of a valid building permit for a construction project located within any residential zone shall post a sign at all entrances to the construction site upon commencement of construction, for the purpose of informing all contractors and subcontractors, their employees, agents, materialmen and all other persons at the construction site, of the basic requirements of this chapter.

(A) Said sign(s) shall be posted no less than three feet and no more than five feet above ground level, shall be visible from the adjacent street, and shall be of a white background, with black lettering, which lettering shall be a minimum of one and one-half inches in height.

(B) Said sign shall read as follows:

CONSTRUCTION HOURS

FOR RESIDENTIAL PROPERTIES

(includes any and all deliveries)

MONDAY-FRIDAY.....8:00 a.m. to 6:00 p.m.

SATURDAY.....9:00 a.m. to 6:00 p.m.

SUNDAY/HOLIDAYS.....Construction Prohibited.

**Violation of this Ordinance is a misdemeanor punishable
by a maximum of six months in jail, \$1,000 fine, or both.
Violators will be prosecuted. P.A.M.C. §9.10.060(b).**

(d) Other Equipment. Equipment used by city employees, city contractors, or public utility companies or their contractors, not covered by subsections (b) and (c) of this section, shall be allowed during the same hours as the exception set forth in subsection (b) of this section, providing no piece of equipment shall produce a noise level which exceeds one hundred ten dBA, measured at a distance of twenty-five feet from the equipment.

(e) Residential Power Equipment. Residential power equipment shall be allowed during the hours of eight a.m. and eight p.m. Monday through Friday, nine a.m. and six p.m. Saturday, and ten a.m. and six p.m. on Sundays and holidays, providing it does not produce a noise level that exceeds ninety-five dBA measured at twenty-five feet from the equipment and is not being operated for

construction regulated in subsections (b) or (c) of this section.

(f) Leaf Blowers.

(1) No person shall operate any leaf blower which does not bear an affixed manufacturer's label indicating the model number of the leaf blower and designating a noise level not in excess of sixty-five dBA when measured from a distance of fifty feet utilizing American National Standard Institute methodology. Any leaf blower which bears such a manufacturer's label shall be presumed to comply with any noise level limit of this chapter provided that it is operated with all mufflers and full extension tubes supplied by the manufacturer for that leaf blower. No person shall operate any leaf blower without attachment of all mufflers and full extension tubes supplied by the manufacturer for that leaf blower.

(2) No person shall operate any leaf blowers within a residential zone except during the following hours: nine a.m. and five p.m. Monday through Friday and ten a.m. and four p.m. Saturday. No person shall operate any leaf blower within any non-residential zone except during the following hours: eight a.m. and six p.m. Monday through Friday, and ten a.m. to four p.m. Saturday. No person shall operate any leaf blowers on Sundays and holidays. No person shall operate any leaf blower powered by an internal combustion engine within any residential zone after July 1, 2005. Commercial operators of leaf blowers are prohibited from operating any leaf blower within the city if they do not prominently display a certificate approved by the Chief of Police verifying that the operator has been trained to operate leaf blowers according to standards adopted by the Chief of Police. In addition to all authorizations and restrictions otherwise provided in this chapter, public streets, sidewalks, and parking lots in business districts and at the Municipal Golf Course and all city parks may be cleaned between 4:00 a.m. and 8:00 a.m. using leaf blowers which bear an affixed manufacturer's label indicating the model number of the leaf blower and designating a noise level not in excess of sixty-five dBA when measured from a distance of fifty feet utilizing American National Standard Institute methodology.

(g) Street Sweeping. Street sweeping activities are allowed between the hours of ten p.m. and eight a.m. daily, provided they do not produce a noise level in excess of ninety dBA, when measured at a distance of twenty-five feet from the street sweeper.

(h) Refuse Collection. Refuse collection activities shall be permitted between the hours of four a.m. and nine p.m. daily, provided they do not produce a noise level in excess of ninety-five dBA measured at a distance of twenty-five feet from the activity.

(i) Safety Devices. Aural warning devices which are required by law to protect the health, safety and welfare of the community shall not produce a noise level more than three dBA above the standard or minimum level stipulated by law.

(j) Emergencies. Emergencies are exempt from this chapter.

(k) Public Parking Lot Cleaning. Cleaning equipment (other than leaf blowers), when used in public parking lots, shall be allowed during the hours of ten p.m. and eight a.m. daily, providing no such piece of equipment shall produce a noise level that exceeds ninety dBA measured at a distance of twenty-five feet.

(l) Business District Street Cleaning. Cleaning equipment (other than leaf blowers), when used in public streets and public sidewalks within the public right-of-way in business districts shall be allowed during the hours of ten p.m. and eight a.m. daily, providing no such piece of equipment shall produce a noise level that exceeds ninety dBA measured at a distance of twenty-five feet.

(Ord. 4778 §§ 2, 3, 2003: Ord. 4754 § 2, 2002: Ord. 4727 § 2, 2002: Ord. 4634 § 2 (part), 2000)

9.10.070 Exception permits.

If the applicant can show to the city manager or his designee that a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements of this

chapter would be impractical or unreasonable, a permit to allow exception from the provisions contained in all or a portion of this chapter may be issued, with appropriate conditions to minimize the public detriment caused by such exceptions. Any such permit shall be of as short duration as possible up to six months, but renewable upon a showing of good cause, and shall be conditioned by a schedule for compliance and details of methods therefor in appropriate cases. Any person aggrieved with the decision of the city manager or his designee may appeal to the city council pursuant to Section **16.40.080** of this code.

(Ord. **4634** § 2 (part), 2000)

9.10.080 Violations.

Any person who violates Section **9.10.060**(e) or **9.10.060**(f) shall be guilty of an infraction. Any person who violates any of the other provisions of this chapter shall be guilty of a misdemeanor.

(Ord. **4634** § 2 (part), 2000)

Chapter 9.12 LOUDSPEAKERS

Sections:

9.12.010 Open air loudspeakers.

9.12.010 Open air loudspeakers.

The use of electronic equipment, including but not limited to amplifiers, radio loudspeakers, phonographs, tape amplifiers, electronically operated musical instruments or other device of like design used for producing sound in or upon any public street, park or grounds, or any other open area to which the public has access, whether publicly or privately owned, between the hours of eleven p.m. and one hour after sunrise is unlawful.

(Ord. **2556** § 1, 1970: prior code § 7.04)

Chapter 9.14 SMOKING AND TOBACCO REGULATIONS*

Sections:

9.14.010 Definitions.
9.14.020 Smoking prohibited - Public places.
9.14.025 Smoking prohibited - Service locations.
9.14.030 Smoking prohibited - City pool cars.
9.14.040 Smoking prohibited - Child day care facilities.
9.14.050 Smoking prohibited - Fifty percent of unenclosed eating establishments.
9.14.060 Reserved.
9.14.070 Exemptions.
9.14.080 Location of tobacco vending machines.
9.14.090 Display of tobacco products for sale.
9.14.100 Posting of signs required.
9.14.110 Enforcement.
9.14.120 Public nuisance.